

## IDAHO TRANSPORTATION BOARD

Exhibits #313 - #335

2006

EXHIBIT NUMBER	DATE	DESCRIPTION
313	1/2006	Forum on Transportation Investment Conclusions & Recommendations
314	1/06	Letter from ACHD regarding right-of-way on Eagle Road
315	1/06	Findings of Facts, Conclusions of Law: Connecting Idaho - GARVEE Program Manager
316	1/06	Highway Capital Investment Program Supplement 06-01
317	5/06	Proposed advances to FY06 to fully use state construction funding
318	5/06	Rest 2006 rest area planning map and improvement program
319	6/06	FFY07 and SFY08 public transportation grant funding
320	6/06	Statewide Rural Functional Classification Update
321	7/06	2007 Proposed Legislation Ideas
322	8/06	Accounts to be written off (over \$1,000)
323	8/06	2006-2007 winter maintenance standards
324	8/06	FY07 Budget: Summary and Certification
325	8/06	FY06 Federal Highway Program prioritized project advances and projects requested for redistribution of obligation authority
326	8/06	Option D: calculation method for allocation of STP apportionments to local public agencies
327	9/06	Letter from Idaho Falls: Sunnyside widening project
328	9/06	FY06 Federal Highway Program prioritized projects requested for August 2006 redistribution of obligation authority - updated for actual redistribution of \$14.4 million in federal aid
329	9/06	Concepts for 2007 draft legislation as approved by DFM
330	10/06	Working Plan: GARVEE Bond Scenario #7
331	10/06	Additional concepts for 2007 draft legislation approved by DFM
332	11/06	FY06 Certification of revenue and disbursement
333	12/06	Official minute; removal of portion of former SH-55 from system
334	12/06	Official minute; removal of portion of former I-15B/US-26 from system
335	12/06	Funding plan (legislative revenue proposals)



## Forum on Transportation Investment

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### FORUM CONCLUSIONS

The Forum on Transportation Investment came to many significant conclusions related to transportation, its funding, and the future of our state. The role and importance of transportation cannot be overstated. The shortfall in transportation funding is real and ignoring the funding shortfall will not make it go away; nor will the mobility requirements for the state somehow diminish. Idaho's future vitality is directly tied to our transportation infrastructure. The following is a summary of the most salient points of Idaho's transportation future and the actions necessary to ensure it for generations to come.

#### A. Idaho will continue to grow at an historic pace.

The very characteristics of Idaho's open space, clean air, scenic wonders, and quality of life make this state a desirable place for those who live here to stay; and attracts many from outside our borders to move in. Grow we will. Address this growth we must. Specific to this conclusion are the following:

- a. Idaho's population is projected to grow by 56% from 2000 to 2030—over twice the national average.
- b. Idaho is the 3<sup>rd</sup> as of 2006 fastest growing state in the country.
- c. Boise is the 7<sup>th</sup> fastest growing urban area in the country.
- d. Growth will occur in a dispersed manner throughout the state, although the existing urban areas will continue to be more populated.
- e. Since 1978, there has been a 104% increase in vehicle miles traveled and a 93% increase in the number of vehicles registered.

#### B. Transportation is essential to the state's economy.

Transportation has been an important part of the state's economic engine since the first settlers arrived. While agriculture continues to hold a prominent position in the economic offering, tourism, technology, and other industries have become major players in Idaho's role in national and global economies. A viable transportation system is necessary to maximize Idaho's economic prosperity -- by minimizing shipping cost and maximizing market penetration of products both in and out of the state.

- a. Tourism remains one of Idaho's top five industries providing nearly 50,000 jobs and accounting for 5% of Idaho's gross state product. In 2004, Idaho tourists spent \$2.97 billion on lodging, food, and tourism related activities. A viable transportation system is critical for access to Idaho's many tourist experiences.
- b. Off-road vehicle registrations in Idaho have grown over 2,800% since 1985. Funding for off-road vehicle access to well-maintained trails is provided, in part, through the Highway Distribution Account formula.



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- c. Idaho agriculture exports had an estimated value of \$789.2 million in 2002. Idaho is ranked fourth nationally in vegetable (potato, onion, etc.) exports and ninth in both wheat and feed products.
- d. Idaho's technology industry is recognized nationally and internationally. Idaho is number one in the nation for patents per capita and number 5 nationally in the creation of new companies.

### **C. Freight movement in Idaho is an important element of Idaho's transportation future.**

Motor carriers, rail providers, barge haulers, and air freight carriers in Idaho perform an important role in moving goods -- in and around Idaho as well as through the state and across the nation. From agricultural products to high tech components, freight mobility is vital to maintaining Idaho's position in the national and the global economies. Specific to this conclusion are the following:

- a. According to the U.S Department of Transportation and the Census Bureau's 1997 Commodity Flow Survey, nearly \$7 trillion in goods were shipped throughout the nation.
- b. Overall, up to 88% of all national commerce in commodities involves truck transport and is directly dependent on highway infrastructure.
- c. International trade's gross domestic product was at 13% in 1990 and increased to 24% in 2000, and is expected to increase to 35% by 2020. Whether that freight is moved by truck, rail, or Columbia and Snake River inland barge, it takes money and capacity to do the job. Improvement of freight facilities - rail, motor carrier, port, and air - would significantly benefit the state's economy and Idaho's ability to move goods.
- d. General freight transportation efficiencies need to be investigated with the possibility of incentives for infrastructure improvements.

### **D. Public transportation must be addressed as part of Idaho's comprehensive transportation solution for the future.**

One of the clear messages coming from the Forum was the need to address Idaho's public transportation requirements. The interest in public transportation in Idaho continues to grow with citizen's needs and demands. Elected and appointed officials are seeing the importance of public transportation in the mix of solutions for addressing Idaho's mobility needs. However, the challenges with public transportation, first and foremost, come quickly to funding or more correctly, the lack thereof. Specific to this conclusion are the following:



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- a. Idaho is one of six (6) states in the United States that does not have a dedicated state revenue funding stream for public transportation. Additionally, there is currently no local revenue authority.
  - b. Competition for federal funding has never been greater.
  - c. Even if federal funding is available, state/local matching requirements reflect a need for a larger proportion coming from Idaho revenue sources.
  - d. Interest in public transportation is growing. Recent polls report that urban residents would use public transportation if available and rural residents also favor this mode of travel.
- E. Idaho's current transportation revenue structure will not meet the pressing transportation funding needs over the next 30 years.**

The transportation revenue challenge lies not in a single solution, but rather in adopting a menu of revenue sources to address both state and local needs and all modes of transportation. The magnitude of the transportation funding gap, coupled with the inability of the fuel tax (the state's largest funding contributor) to fill Idaho's transportation revenue need, indicates that multiple funding sources are required to adequately fund Idaho's transportation future. Moreover, transportation revenue limitations and/or other investment requirements have hindered innovative investment in multi-modal infrastructures and other transportation investments.

The Forum considered many tools used by state and local jurisdictions throughout the country to assess which would be the most effective for Idaho. Included in this review were impact fees, sales tax on transportation-related products, local option fuel taxes, advertising, transportation-related fees and others. The Forum recognized that fuel taxes should have been increased in the past 10 years. Immediate measures should be taken to adjust for the past and meet future transportation funding needs.

- F. Transportation must be addressed at all levels of government and all jurisdictions.**

Transportation in Idaho is not strictly a state government challenge. Cities, towns, counties, highway districts, and numerous other transportation providers struggle with the need to provide effective transportation services for Idaho citizens. Land use and transportation infrastructure development must be integrated and coordinated at all levels of government. From the many discussions held by the Forum, solving the transportation challenges for Idaho must be done with an eye towards all levels of government and all entities responsible for delivery of transportation services, economic development, and overall land use. Relating to this conclusion, the following was considered:



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- a. Almost 300 various jurisdictions have responsibility for Idaho's transportation system.
- b. Idaho's road system is composed of over 47,000 (as of 2006) miles of roadway - reflecting all levels of government and jurisdictions.
- c. Some organizations are moving to more thorough consideration of land use and transportation planning, but more integration and coordination is needed.

**G. Federal funding cannot be relied upon to solve Idaho's transportation funding challenges.**

Some would suggest that the solution to Idaho's transportation funding challenges lies in garnering additional federal funds. While Idaho has been a benefactor for many years of substantially higher than normal federal funding allocations, there is clear evidence that the federal Highway Trust Fund (HTF) will soon be unable to sustain the current levels of funding of the recently passed SAFETEA-LU legislation. In fact, reports indicate that the HTF will have a deficit balance by FY2010 if current spending levels continue. Future reliance on federal funding to an inordinate degree would not be wise or realistic. Factors relevant to this conclusion are:

- a. Idaho received a 30.32% apportioned increase in federal funding through the SAFETEA-LU legislation.
- b. Current revenues into the HTF are about \$29 billion per year, while outlays are projected to be nearly \$40 billion per year (FY2006). By spending more than is coming in, the HTF will not support increased funding to the states without a major tax increase. Even with the tax increase, Idaho's funding percentage would likely shrink.
- c. The amount of state fuel tax revenues used to match federal aid is unchanged by the Grant Anticipation Revenue Vehicle (GARVEE) bonding of projects currently being considered.

**H. Idaho's transportation needs in the next 30 years are in excess of \$20 billion.**

The transportation needs of Idaho are significant. As part of the Forum's study of transportation finance, a comprehensive list of future needs for the next 30 years gave the members a sense of the transportation challenge they are facing. Through extensive engagements with stakeholders across the state, the Forum compiled a listing of projects and proposed needs for local roads and highways, state highways, public transportation and aviation. The total funding requirements in FY2005 dollars ranged from \$20 billion to \$23 billion over the next 30 years. Specific to this conclusion are the following:



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- a. Needs for the various modes and jurisdictions were identified as follows:

1. Interstate highways: \$4.5 billion,
2. State highways: \$8.0 billion,
3. Local transportation: \$6.3 billion,
4. Airport access: \$221 million,
5. Public transportation: \$1 billion.

- b. Projections based on past transportation funding levels show that an inflated need for the same period could be in excess of \$23 billion.
- c. The capital costs of the GARVEE (Grant Anticipation Revenue Vehicle) bonding projects are included in the 30-year \$20-\$23 billion range of funding requirements.
- d. While the listing of projects may change over time, it is doubtful that the magnitude of these needs will vary significantly.

### **I. Increased transportation funding must be addressed now.**

Many think that transportation funding is a challenge to be left to future generations of leaders. The Forum concluded that this was not correct. Given the staggering needs identified by state and local entities as part of the Forum process, the shortfall in funding is a challenge that has been with the state for years and stretches far into the future. Funding transportation must be resolved in the near term as well as for decades to come. Considerations in reaching this conclusion included the following:

- a. In the 1995 *Idaho Highway Needs Assessment Study Update*, the backlog of transportation needs among all jurisdictions was identified for the period of 1994 through 2000 to total \$8.65 billion. As the Forum considered future transportation requirements, the backlog of projects and needs continued to increase.
- b. Available revenues for the period of FY1994-FY2000 totaled \$4.1 billion. This is less than half the needed amount identified in the 1995 *Idaho Highway Needs Assessment Study Update*.
- c. The GARVEE (Grant Anticipation Revenue Vehicle) bonding program is not additional transportation revenue. Rather, GARVEE bonding allows critical projects to be constructed sooner by borrowing against future anticipated federal revenue.



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**J. Idaho's funding shortfall from FY2005 through FY2035 is over \$200 million a year.**

With both "needs" and current funding levels identified, the Forum projected a significant transportation funding shortfall. The gap between available funding and what is currently or reasonably expected to be available over the next 30 years is \$203 million per year in 2005 dollars. This is in addition to the funding already available from existing state sources and includes new monies coming from SAFETEA-LU.

How to fill that gap and achieve a viable transportation infrastructure became the task of the Forum in preparing its recommendations to the Idaho Transportation Board. Two problems exist: 1) inflation is eroding the purchasing power of the transportation dollar, and 2) demands on the transportation system are outstripping the revenue collected to pay for these demands.

In addition, the Forum spent considerable time examining the possibilities for indexing the motor fuel tax to guard against inflation and other factors that tend to reduce fuel tax contributions toward state and local transportation funding needs. Consideration of a variety of means to index the motor fuel tax was undertaken, including the amount of travel measured each year (annual average vehicle miles traveled) and the national construction cost index. There is substantial evidence that indexing the motor fuel tax is an effective means for maintaining transportation funding viability. The following were identified:

- a. Currently sixty-nine percent (69%) of Idaho's transportation revenue is from the motor fuel tax and twenty-eight percent (28%) from motor vehicle registrations. The fuel tax and registration fees have not increased since 1996.
- b. If indexing, based on any methodology, had been applied over the last 10 years, the motor fuel tax would have offered a more robust funding stream for Idaho's transportation funding needs.
- c. The Forum concluded that revenue sources need to be uniquely selected to fit Idaho's economic and funding circumstances. The following tools held the most promise for addressing the 30 year funding needs of the state:
  - i. Increase the fuel tax,
  - ii. Increase vehicle registration fees,
  - iii. Assess impact fees (at all levels of government) on land improvements,
  - iv. Reduce or eliminate the impact on the Highway Distribution Account of alternative fuel tax incentives or exemptions,



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- v. Index fuel taxes, vehicle registrations, and other transportation-related fees,
- vi. Create a rental car fee to generate revenue for transportation initiatives,
- vii. Provide local option taxing authority for transportation-related initiatives,
- viii. Transition from traditional revenue generating sources (fuel tax/other) to other methodologies (BTU tax, VMT tax, etc.),
- ix. Promote partnerships (private/public, public/public, etc.) whenever possible,
- x. Provide opportunities for user-fee based systems (toll roads/HOT lanes, congestion pricing, etc.).

**K. Solutions to Idaho's transportation funding challenge will require innovative and non-traditional revenue sources and means of collection, and efficiencies in many forms.**

For many years Idaho has relied on traditional fuel taxes and a variety of fees to fund its transportation needs at the state and local levels. But, as demands and needs increase and circumstances change, it is apparent that non-traditional solutions can and should contribute in a large way to filling the looming transportation funding gap. Ultimately, elected and appointed officials must explore every possible option for addressing the transportation funding challenges. With this conclusion in mind:

- a. Idaho must examine the various transportation jurisdictions and determine the most effective means for funding the demands on the jurisdiction.
- b. Each transportation entity must maximize the revenues collected and transition to different collection means and methods as needed.
- c. Efficiency in many forms must be applied to revenue sources, revenue collection, and project delivery to ensure the most effective use of transportation revenue.



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- L. Idaho must recognize the eventual transition from motor fuel (gasoline, diesel, etc.) to alternative-fuel vehicles and prepare accordingly.**

As motor fuel prices increase, the public's interest in hybrid and alternative-fuel vehicles will continue to rise. Concerns for air quality and fuel economy also are contributing to public demand for vehicles that use less fossil fuel. The outcome of these trends will be a reduction or possible elimination of fuel taxing as a viable revenue stream for transportation funding. The transition from a gas and diesel fuel-based taxation system to other revenue-generating sources will take 10-20 years. Ultimately, Idaho must prepare for this change in taxation and more importantly, begin the preliminary steps today.

- a. Recognize that transportation infrastructure and the subsequent funding investments are dynamic processes.
- b. Research and gather information to recognize additional/alternative transportation-related taxation and revenue-producing sources.
- c. Establish methods to review transportation revenue and goals and adjust revenue-generating methods as needed.



# Forum on Transportation Investment

## FORUM RECOMMENDATIONS

The Forum members determined as a group that certain recommendations would be advanced as a consequence of their efforts over the last year. In doing so, guiding principles were adopted that governed the context in which these recommendations would be made. The process whereby these recommendations were accepted adhered to a deliberate format which included the following:

- Acceptance by consensus -- not necessarily unanimous;
- Establish a range of transportation needs;
- Categorize current funding options and proposed changes if appropriate;
- Propose future funding, criteria for ranking/prioritizing surface transportation demands, etc.
- Allow "minority" recommendations as formally written (see Appendix G, Other Information).

## GUIDING PRINCIPLES

The Forum members agreed that two guiding principles serve as the foundation of their recommendations.

*Idaho can control its own transportation destiny through proactive decisions and creative strategies for transportation investment that do not overly rely on federal revenue sources to meet Idaho's transportation needs.*

*When considering transportation policies, methods for revenue generation, and infrastructure projects, use the following priorities:*

- **SAFETY** — *Ensure safety and security in travel by decreasing the risk of injury or property damage on, in, and around transportation facilities.*
- **LAND USE LINKED TO TRANSPORTATION SYSTEM** — *Protect Idaho's environment and natural resources by making investments that are not only sensitive to the environment, but also provide and encourage beneficial transportation choices.*
- **LONG-TERM PLANNING AND GROWTH** (coordinated plans) — *Enhance the quality of life in our communities through transportation. Relieve/manage congestion to ensure the smooth flow of people and goods throughout the entire system. Broaden transportation opportunities and essential services for those who cannot or choose not to drive.*



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- ***COST BENEFIT*** — *Ensure Idaho's continued economic competitiveness by providing a safe, reliable, and efficient transportation system of roads, bridges, public transportation, aviation, rail, and ports. Facilitate the efficient movement of goods using all modes of transportation.*

## **POLICY RECOMMENDATIONS**

### **Idaho should:**

- P-1** Integrate land use and transportation planning at all levels-state/regional/local.
- P-2** Provide opportunities for user-fee based systems (toll roads/high occupancy toll (HOT) lanes, congestion pricing, etc.).
- P-3** Promote partnership opportunities (private/public, public/public, etc.) and remove legal barriers whenever possible.
- P-4** Pursue future revenue opportunities and sources by transitioning from traditional revenue generating sources (fuel tax/other) to other methodologies (BTU tax, VMT tax, etc.).
- P-5** Update the analytic *Idaho Highway Needs Assessment Study* approximately every 10 years.

## **POLICY/REVENUE RECOMMENDATIONS**

### **Idaho should:**

- P/R-1** Acknowledge that public transportation should be an integral part of Idaho's transportation system by dedicating revenue mechanisms to address these issues.
- P/R-2** Achieve improved freight mobility by encouraging truck/rail/port/air infrastructure investments and efficiencies.
- P/R-3** Provide local option taxing authority for transportation-related initiatives.
- P/R-4** Establish index strategies for fuel taxes, vehicle registrations, and other transportation-related taxes and/or fees.
- P/R-5** Create a rental car fee to generate revenue for transportation initiatives.



## **Forum on Transportation Investment**

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**P/R-6 Assess new growth and development impact fees for transportation facilities and distribute to transportation jurisdictions within the associated area of impact.**

### **REVENUE RECOMMENDATIONS**

**Idaho should increase revenue to the Highway Distribution Account by:**

- R-1 Increasing the fuel tax and vehicle registration fees as soon as possible.**
- R-2 Increasing motor vehicle-imposed fees to cover the cost of providing the services.**
- R-3 Eliminating or replacing the revenue impact of alternative fuels tax exemptions (e.g., ethanol, bio-diesel, hydrogen, or electric fuels).**

The Forum reviewed numerous documents related to transportation, listened to information from recognized transportation professionals, and shared their own personal expertise to shape their views on Idaho's transportation future. The following Forum Report and Appendices contains the information used.





John S. Franden, President  
Carol A. McKee, 1st Vice President  
David Bivens, 2nd Vice President  
Sherry R. Huber, Commissioner  
Rebecca W. Arnold, Commissioner

January 17, 2006

Board of Directors  
Idaho Transportation Department  
P.O. Box 7129  
Boise, ID 83707-1129

**Subject: Vacation and Abandonment of a Portion of Eagle Road and Overland Road,  
Adjacent to the Proposed Dorado Subdivision**

Dear Gentlemen:

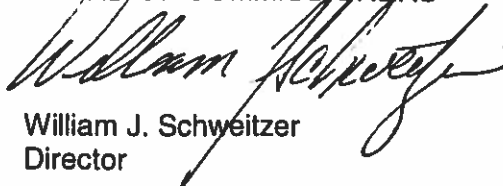
On behalf of the Ada County Highway District ("ACHD") Board of Commissioners, I am writing regarding the above-referenced matter ("Eagle Road Vacation").

On January 18, 2005, it is anticipated that the ITD Board will adopt the Board Agenda Item that will authorize Mr. Moore to proceed with the construction of the approved access control line modifications. Also on January 18, 2005, ACHD will consider the adoption of the revised written Findings of Fact and Conclusions of Law. Prior to the ACHD Board's consideration of the Eagle Vacation matter, I will request that my Board authorize me to negotiate a Intergovernmental Agreement that facilitates a process in which the parties can negotiate in good faith the issues of title, jurisdiction and ownership of the disputed Eagle Road property. I anticipate that the Board will be very receptive to this approach.

Thank you for your consideration.

Sincerely,

ADA COUNTY HIGHWAY DISTRICT  
BOARD OF COMMISSIONERS



William J. Schweitzer  
Director

JSF/rgm

c: ACHD Board of Commissioners  
Steven B. Price, ACHD General Counsel  
Central, Legal Files  
Winston Moore



In the matter of: )  
)  
)  
)

The Selection of a Program Manager for  
the Connecting Idaho-GARVEE Program

## Procedural History



letter and subsequent communications with FHWA indicated a belief on their part that the Board's role in the process was one of mere approval of the Department's recommendation and could not be involved in the actual selection itself. FHWA further contended that the selection was in violation of the ITD/FHWA Stewardship and Oversight Agreement.

ITD responded to the concerns expressed by FHWA by letter dated November 22, 2005 (Exhibit 7). In the response, ITD halted negotiations with WGI, and called for a Special Board Meeting to discuss the issues raised by the federal government. ITD retained special counsel to review the RFP and the process followed. By letter dated November 28, 2005, ITD special counsel addressed the procedural concerns raised by FHWA, as well as other potential issues examined during the course of their review (Exhibit 8).

Following the issuance of the ITD response and after further review of the selection process by ITD and FHWA counsel, FHWA issued a letter to the Department advising that the RFP contained a factor described as the Proposed Method of Compensation that was not in accordance with applicable federal law, and that the Board should reconsider its earlier decision (Exhibit 9). The FHWA letter also stated that the Board minutes from the October 27, 2005 meeting indicated that in considering the proposals, the Board Members discussed the fact that one of the proposers had done business in Idaho, and that it was the local firm. FHWA indicated that this discussion may have created the appearance that the firm's local connections somehow enhanced its qualification. In conclusion, FHWA offered two suggested courses of action:

- 1) To reject all proposals and re-bid
- 2) To remove the compensation factor from the evaluation of the proposals, and reconsider the proposals in open session utilizing specialized procedures

On December 14, 2005, the Board met to discuss the selection process (Exhibit 10). The options outlined by FHWA were described and reviewed. In addition to the FHWA letter, a Settlement and Process Agreement agreed to by WGI, PB and ITD were discussed (Exhibit 11). A previous motion to reconsider the Board's selection of WGI as Program Manager for the GARVEE Program was removed from the table and adopted. A second resolution directing the ITD staff to modify the RFP was adopted (Exhibit 12). In pertinent part, the Board directed modifications were as follows:

- 1) Remove the proposed method of compensation as an evaluation criteria from the RFP, and recalculate the technical evaluation scoring
- 2) Redact all references and comments of the technical review committee related to the removed evaluation criteria
- 3) Schedule oral presentations and interviews before the Board
- 4) Submit the revised process to the proposers for their agreement

On January 6, 2006, the Board met in special session to hear oral presentations by the two firms, conduct interviews, and to discuss, evaluate and score the two proposals (Exhibit 13). The Qualification Based Selection process was outlined for the Board by Steve Moreno, FHWA Division Administrator, and legal requirements and ground rules for the selection were discussed by Nancy Smith, special counsel to ITD (Exhibit 14). The Board was also advised of the results of the technical evaluation committee scoring with the proposed method of compensation



removed as an evaluation criteria as required by the Settlement and Process Agreement signed and agreed to by PB, WGI and the Board ([Exhibit 15](#)). Following oral presentations and interviews, the individual Board Members scored the presentations and interview questions responded to. Those scores were submitted to ITD staff and reported back to the Board prior to its discussion and final scoring.

The two firms' entire proposals were then scored by the Board pursuant to the modified evaluation criteria outlined in the Request for Proposals. As an additional control, the Board adopted a procedure to remove the high and low scores from each of the evaluation criteria prior to final tabulation. The staff tabulation of the Board scoring resulted in a total score of 684 for WGI and 636 for PB ([Exhibit 16](#)).

The Board adopted a motion directing ITD staff to prepare appropriate Findings of Fact and Conclusions of Law based on the tabulation selecting WGI as the first ranked firm for Program Manager for the Connecting Idaho-GARVEE Program ([Exhibit 17](#)).

### **Legal Requirements**

#### **1 Analysis of Statutes, Rules and Policies Applicable to the Board's Decision**

##### **A. Statutes**

In the management of the operation of the state highway system, the Board's authority and responsibilities are established in Title 40 of the Idaho Code. Pursuant to this statutory authority, the Board has adopted regulatory measures, as well as departmental policies, implementing the Board's policy decisions governing the operation of the state highway system. Idaho Code, Section 40-301 provides:

There is hereby established the Idaho transportation board, which is vested with authority, control, supervision and administration of the department created and established by this title.

Idaho Code, Section 40-310 provides in pertinent part:

Powers and duties - State highway system. - The board shall:

(4) ...plan, design, and develop statewide transportation systems when determined by the board to be in the public interest.

(5) Establish standards for the location design, construction, reconstruction, alteration, extension, repair and maintenance of state highways...

(7) Approve and determine the final plans, specifications and estimates for state highways and cause contracts for state highway work to be let by contract in the manner provided by law...

(8) Expend funds appropriated for construction, maintenance and improvement of state highways.

Idaho Code, Section 40-312(1) provides in pertinent part:

Powers and duties - Rules and Regulations. - The board shall:



(1) Prescribe rules and regulations affecting state highways and turnpike projects, and enforce compliance with those rules and regulations.

#### B. Board and Department Policy

Pursuant to the Board's authority under Idaho Code §40-312(1) to make rules and regulations affecting state highways, the Board has adopted policies designated as "B" policies which establish general rules and regulations regarding the operation of the state highway system. The Board's "B" policies are implemented by more detailed departmental administrative or "A" policies which are signed by the Director of ITD after Board approval. The standards that govern consultant selection are contained in Board Policy B-06-08 and Administrative Policy A-06-08.

The following are the pertinent parts of the two policies.

#### Board Policy B-06-08

##### Professional Service Agreements

The Director is authorized to seek necessary professional services outside the Idaho Transportation Department when the required services are not available within the department.

Selection of professional service firms shall follow federal guidelines when the services involve federal funds. The department shall establish internal procedures to ensure complete compliance. Procedures for non-federal-aid professional service agreements shall also conform to state statutes and fiscal controls.

The Director, or a delegate, is authorized to approve:

Routine engineering and right of way agreements between the department and any public agency or private firm which do not exceed, nor are expected to exceed, a total amount to be paid of \$1,000,000. Supplemental agreements, including the original agreement, which would bring the department's obligation to more than \$1,000,000, and subsequent supplements, require Board approval...

#### Administrative Policy A-06-08

##### Professional Service Agreements

All agreements shall:

Conform with federal procurement and state purchasing regulations as described in the Professional Service Agreement Procedures.

Routine engineering or right of way agreements exceeding \$1,000,000 and non-routine agreements exceeding \$25,000 must be approved by the Board before inviting consultant proposals. Routine engineering agreements exceeding the total amount identified in the STIP for professional services must be approved by the Board. Routine engineering agreements or right of way agreements totaling less than \$1,000,000 but exceeding \$500,000 shall be approved by the appropriate Division Administrator, or a delegate. Routine agreements totaling less than



\$500,000 or other agreements totaling less than \$25,000 may be signed by the Bureau Chief, higher authority, or an appointed delegate.

A proposal solicitation process based on performance requirements shall be followed. A committee, established by the appropriate Bureau Chief, higher authority, or an appointed delegate, shall evaluate all proposals on the same basis. When federal funds are involved, selection must follow federal guidelines...

#### C. United States Code

In the administration and management of those highways that are a part of the National Highway System (NHS), or where federal funds have been used to construct or improve the highways, the Board is also obligated to comply with federal statutory law under Title 23 of the United States Code, as well as the regulations promulgated thereunder found in Title 23 of the Code of Federal Regulations.

#### D. Code of Federal Regulations

23 CFR §172, which regulates the procurement of professional services provides, in pertinent part at section 172.5:

(a) Procurement. The procurement of Federal-aid highway contracts for engineering and design related services shall be evaluated and ranked by the contracting agency using one of the following procedures:

(1) Competitive negotiation. Contracting agencies shall use competitive negotiation for the procurement of engineering and design related services when Federal-aid highway funds are involved in the contract. These contracts shall use qualifications-based selection procedures in the same manner as a contract for architectural and engineering services is negotiated under title IX of the Federal Property and Administrative Services Act of 1949 (40 U.S.C. 541-544) or equivalent State qualifications-based requirements. The proposal solicitation (project, task, or service) process shall be by public announcement, advertisement, or any other method that assures qualified in-State and out-of-State consultants are given a fair opportunity to be considered for award of the contract. Price shall not be used as a factor in the analysis and selection phase. Alternatively, a formal procedure adopted by State Statute enacted into law prior to June 9, 1998 is also permitted under paragraph (a)(4) of this section.

48 CFR 36.602-4 provides: "(a) The final selection decision shall be made by the agency head or a designated selection authority."

Subsection (b) of 48 CFR 36.602-4 goes on to spell out the procedure to be followed after the evaluation committee has provided its recommendations:

The selection authority shall review the recommendations of the evaluation board and shall, with the advice of appropriate technical and staff representatives, make the final selection. This final selection shall be a listing, in order of preference, of the firms considered most highly qualified to perform the work. If the firm listed as the most preferred is not the firm recommended as the most highly qualified by



the evaluation board, the selection authority shall provide for the contract file a written explanation of the reason for the preference. All firms on the final selection list are considered selected firms with which the contracting officer may negotiate in accordance with 36.606.

#### E. Federal Acquisition Rules

With respect to the evaluation committee, Federal Acquisition Rules (FAR) identify and clarify appropriate selection criteria. These rules are commonly used as general guidelines to clarify procurement procedures. Section 36.602-1 provides in pertinent part:

##### Sec. 36.602-1 Selection criteria.

(a) Agencies shall evaluate each potential contractor in terms of its--

(1) Professional qualifications necessary for satisfactory performance of required services;

(2) Specialized experience and technical competence in the type of work required, including, where appropriate, experience in energy conservation, pollution prevention, waste reduction, and the use of recovered materials;

(3) Capacity to accomplish the work in the required time;

(4) Past performance on contracts with Government agencies and private industry in terms of cost control, quality of work, and compliance with performance schedules;

(5) Location in the general geographical area of the project and knowledge of the locality of the project; provided, that application of this criterion leaves an appropriate number of qualified firms, given the nature and size of the project; and

(6) Acceptability under other appropriate evaluation criteria.

#### **Findings of Fact**

1. The ITD technical evaluation committee ranking of the two proposers was 113.23 for PB and 113.22 for WGI. Of the four evaluation criteria agreed to by the parties in the Settlement and Process Agreement, WGI was ranked higher for criteria 'Experience and Qualification' and 'Long Term ITD Efficiencies', and PB was ranked higher for criteria 'Overall Implementation and Management Plan' and 'Organization and Innovation'.

2. The Idaho Transportation Board's preliminary ranking of the two proposers based upon the oral presentation was 88.71 for WGI, and 86.57 for PB.

3. The Idaho Transportation Board's preliminary ranking of the two proposers based upon the question and answer session was 67.71 for WGI, and 64.83 for PB.

4. The Idaho Transportation Board's final ranking of the two proposers following discussion and final scoring was 684 for WGI and 636 for PB. Of the four evaluation criteria agreed to by the parties in the Settlement and Process Agreement, WGI was ranked higher in all categories.



5. The evaluation criteria as outlined in the Request for Proposals was appropriately utilized by the Board in its ranking of the two firms. The following expresses the collective rationale of the Board for the rankings given, as well as justification for the scoring of criteria differently from that of the evaluation committee.

A. Experience and Qualifications

Board score average: WGI 37.2, PB 35.2

Evaluation committee score average: WGI 32.5, PB 31.1

The ranking of the two firms in this category is consistent with the evaluation committee's assessment.

WGI/CH2M Hill's strengths include their extensive experience in program management. WGI's knowledge regarding issues affecting Idaho highway projects will enable it to implement the program efficiently, with a low learning curve. Proposer demonstrates very good experience performing program management, with CH2M Hill indicated as the top-ranked Engineering News-Record firm for program management. The joint venture has worked together before on 2 significant Department of Energy cleanup projects, and individually the 2 firms show significant project and program experience nationwide. WGI indicates similar highway-related program management experience on the E-470 project in Colorado. The proposed organizational structure and staffing show that proposer has the qualifications and experience to accomplish the tasks in the RFP.

The Project Manager has 27 years of experience and Deputy Project Manager has 33 in engineering planning, design and construction. The firm indicated sufficient staff available and good project process to perform program management via the organizational chart. Key personnel have extensive experience in transportation.

B. Implementation and Management Plan

Board score average: WGI 44.2, PB 39.2

Evaluation committee score average: WGI 37.2, PB 38.5

The final ranking in this category was different from the ranking proposed by the evaluation committee.

WGI's plan to "jumpstart" the process and accelerate the project delivery schedule was a significant factor in the decision. Proposer shows a proactive approach and indicates a well thought out organizational structure consisting of teams working at 3 distinct functional levels. Proposer also relies on web-based collaboration/program control tools which have been proven effective on other, similar efforts. The proposer indicates a system of cost and resource loaded scheduling, as well as a workable system of financial tracking and reporting. The proposer suggests that financial management would be performed on an Oracle database. The program control system is proven by current activity by both firms. A web based secure system would be established for the sharing



of business and project information. A public access to general information would also be available. All work would be tracked using a Work Breakdown Structure that is compatible with software being proposed as the management system. The proposer indicates that they have access to WGI contract estimators that have special expertise which would be very advantageous. Cost control would be managed using Prolog software that is currently being used by both partners.

WGI has done a better job identifying risks and appear ready to take a proactive approach to minimizing the risks. The proposer emphasizes that they have national perspective with local understanding. The team proposes a shared technical support group that will facilitate a seamless transition from development through construction.

The overall implementation plan strategy shows integrated and coordinated meetings at scheduled times for the various functional teams and ITD counterparts. Proposal clearly delineates activities it will self-perform, and the expedited method to secure design contracts is well thought out and will result in a good improvement in timeliness for beginning design. The individuals responsible for each facet are clearly identified and the proposers have demonstrated that they clearly understand the roles of all the entities involved--ITD, FHWA, IHFA and the Idaho Legislature--to achieve program goals.

### C. Long Term Efficiencies

Board score average: WGI 17.6, PB 17.0

Evaluation committee score average: WGI 14.7, PB 13.8

The ranking of the two firms in this category is consistent with the evaluation committee's assessment.

WGI strengths include its understanding of ITD internal structure, which will help them implement concepts and increase the potential that solutions will carry through on a long-term basis. In-state university programs appear likely to have significant long-term benefits.

Proposed use of program/project management software is a good concept, and appears to be workable for ITD's purposes. The proposed method of consultant selection is sustainable, and would result in time savings even after GARVEE. The revision to materials phase reporting is a very good suggestion, which would reduce development time and cost.

The WGI proposal clearly identifies the efficiencies they would make available to ITD in software, collaboration, teamwork, consultant selection for final design, environmental and right-of-way processes. The long-term value that the proposer will provide in this area was well-documented.

WGI offers many areas that are optimized for the benefit of ITD. These include the shelf project management software for program management. This is a positive and fits into



ITD's IT transition philosophy. Some of the software is currently being used by the proposer so training will be made available. Team building is stressed in the form of formal partnering. ITD is familiar with this process. WGI suggests that the term agreement process be used with limits raised and a prequalified list prepared so that consultants can be selected based on an interview process. Environmental streamlining is identified with application of processes that ITD already has in place such as concept scoping and context sensitive solutions. WGI suggests document tiering and ITD doing categorical exclusions as allowed under SAFETEA-LU. The proposer recommends changing design and construction practices to allow the projects to be bid at 60% plans so that the contractor can assist in final design. Right of way would be approved at preliminary design so that acquisition could parallel final design efforts. A change in materials report requirements is proposed to speed up material approvals. Value engineering would be used twice in all projects to ensure the best product. All of the proposals would be agreed upon and the proposer would provide implementation training as needed. All of these changes assist ITD significantly in the future and present a significant advantage of WGI in the selection of Program Manager.

#### D. Organization and Innovation

Board score average: WGI 37.8, PB 35.8

Evaluation committee score average: WGI 28.8, PB 29.9

The final ranking in this category was different from the ranking proposed by the evaluation committee.

The WGI presentation showed a significant commitment to the program by senior management of both team members. It also showed that the firms work well together, and understand the issues that the Department faces in obtaining funding for and delivering projects. The PB team's presentation demonstrated that the individuals presenting were knowledgeable regarding the subject area, but did not demonstrate their ability to work together as a team. Also, although the PB presenters had extensive information regarding other state programs, the team as a whole demonstrated limited experience within the Idaho program. The WGI team's innovative university program was a positive factor in the determination.

WGI demonstrated excellent familiarity in working with all entities described in the RFP. It also demonstrates excellent familiarity with federal, state, and local regulations. The proposer indicated a good approach to development by streamlining the NEPA process, specifically by taking full advantage of ITD approved construction engineering documents, creating a tracking system for NEPA issues and using a tiered approach to more complex documents. The proposer suggests implementation of satellite offices to facilitate ITD coordination.

The recommendations for using experimental procedures under SEP-15 are well thought out and appear to be ideally suited to many of the projects contemplated under the GARVEE program. Project delivery was expedited especially by starting the right of



way process earlier. WGI also cited environmental streamlining and adjusting the contract letting process to involve the contractor earlier.

WGI intends to have regularly scheduled meetings with both District and Headquarters management and staff. This includes initial meetings that will be a part of formal partnering. Specific project segment or district coordinators would be assigned as liaisons for the DEs. WGI specifically indicated an understanding of the unforeseeable time constraints the program may place of current staff and was committed to making that as small a burden as possible.

WGI indicated that SEP-15 can be used in the entire project development process with increased emphasis on public/private partnerships and innovative contracting initiatives. They indicate that they understand the process of application. The team intends to evaluate each proposed project and see if they can be expedited using the SEP-15 process. This is an extensive list that if implemented would assist ITD greatly and should be acceptable to FHWA.

### **Conclusions of Law**

1. The Board selection of WGI complies with applicable Idaho Code, the legal structure of the ITD, and the role played by the Board in governance of the ITD. Idaho Code Section 40-301 provides as follows:

40-301. Idaho Transportation Board -- Creation -- Authority. There is established the Idaho Transportation Board, which is vested with authority, control, supervision and administration of the department created and established by this title.

The process followed by the Board is consistent with state law. In this regard, Idaho Code Section 40-309 provides as follows:

40-309. Powers and Duties -- Vested Powers. The board is vested with the following functions, powers and duties:

(1) To contract fully, in the name of the state of Idaho, with respect to the rights, powers and duties vested in the board by this title.

As a result of this statutory delegation of contracting authority, under Idaho law, the Board is the selection authority for purposes of the Program Management Contract.

2. The Board selection of WGI complies with applicable Board and Administrative Policies. Although the Board has delegated certain authority to ITD staff regarding procurement of professional services contracts, as provided in Board and Administrative Policies and ITD's Professional Services Agreement Procedures ("PSAP"), this delegation of authority does not extend to contracts over one million dollars.

3. The Board selection of WGI complies with applicable agreements made between ITD and FHWA. ITD and FHWA have entered into a September 1, 2005 Memorandum of



Agreement regarding Stewardship and Oversight of Debt Service Federal-aid Projects, referencing the Connecting Idaho-GARVEE Program Bonding Funding Package. Section B refers to the fact that ITD will retain a Program Manager.

In addition, the Oversight Agreement between ITD and FHWA, dated November 1, 2002 and revised November 17, 2003, provides that all project actions undertaken by ITD on behalf of FHWA will be done "according to laws, regulations, policies and established agreements." The Oversight Agreement identifies Board Policies A-06-08 and B-06-08. The PSAP and Policies A-06-08 and B-06-08 make clear that Board approval is necessary for agreements such as the Program Management contract that involve compensation over one million dollars. Board approval is also required for non-routine contracts even though they involve less than one million dollars.

4. The Board selection of WGI complies with ITD's PSAP Manual. Section 210 of the PSAP makes it clear that federal guidelines supersede the PSAP for contracts involving federal funds, stating: "Selection of professional service firms must follow federal guidelines when the services involve federal funds." ITD looks to the basic rules with respect to state professional service agreements that are federally funded found at 23 CFR 172.1 et seq. This set of regulations requires a qualifications-based selection procedure to be used for such contracts following federal Brooks Act of 1972 requirements. The regulations governing Brooks Act procurements are contained in Subpart 36.6 of the Federal Acquisition Regulation ("FAR").

5. The Board selection of WGI complies with applicable procedural requirements of Subpart 36.6, and these findings constitute the written explanation justifying any change from the ranking of the technical evaluation committee. 48 CFR 36.602-4 provides: "(a) The final selection decision shall be made by the agency head or a designated selection authority." As prescribed in Idaho Code, that final authority is the Idaho Transportation Board. ITD appointed an evaluation committee to review the two competing proposals as required by FAR 36.602-2 that outlines the procedure to be followed after the evaluation committee has provided its recommendations:

The selection authority shall review the recommendations of the evaluation board and shall, with the advice of appropriate technical and staff representatives, make the final selection. This final selection shall be a listing, in order of preference, of the firms considered most highly qualified to perform the work. If the firm listed as the most preferred is not the firm recommended as the most highly qualified by the evaluation board, the selection authority shall provide for the contract file a written explanation of the reason for the preference. All firms on the final selection list are considered selected firms with which the contracting officer may negotiate in accordance with 36.606.

6. The Board selection of WGI included a review of the recommendations of the evaluation committee, and they, with the advice of appropriate technical, staff and legal representatives, made the final ranking. The Board members were specifically advised of the criteria upon which the selection decision must be made, as well as applicable rules prohibiting local preferences in selection of contractors.



7. The Board selection of WGI included a presentation and interview process with both of the firms prior to considering and scoring the final selection.

8. The Board selection of WGI complies with the Settlement and Process Agreement that was drafted outlining the revised selection procedure. This revised process was agreed to by PB, WGI, the Idaho Transportation Board, and FHWA.

### **Decision**

The Idaho Transportation Board selects WGI as the first ranked firm and best qualified pursuant to the evaluation criteria as set out in the Request for Proposals for the Connecting Idaho-GARVEE Program Manager. ITD staff is directed to negotiate with WGI to retain the firm as Program Manager.

DATED this 18<sup>th</sup> day of January, 2006.

  
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CHARLES L. WINDER  
Chairman of the Board



# Highway Capital Investment Program Supplement 06-01 Reprioritizing and Funding of Contingency Projects

Available Dollars from Contingency & PD Fund Tab									
Sum of Below Program									
Remaining \$000 to Distribute in R&E or 3P									
Of above, available only to 3P Projects									
	FY06	FY07	FY08	FY09	FY10	PREL	Sum		
	1,800	0	21,002	84,694	82,336	0	189,831		
	2,217	0	21,143	85,084	55,345	48,590	212,379		
	(417)	0	(142)	(390)	26,991	(48,590)	(22,548)		
					10,224				

District	KeyNo	Location	FY05		FY06		FY07		FY08		FY09		FY10		Remove		Sum		District Delivery Priority	Final Dispensation
			Prev Yr	Current Yr	CE+CN	Guaranteed Year for FUNDED R&E	FY06	FY07	FY08	Or 3P of STIP	FY09	FY10	PREL	Remove	PREL	Remove	Sum	Sum		
1	01509	US 95, SANDPOINT TO KOOTENAI CUTOFF	PREL	2006	12,000												12,000	12,000	High	PREL
1	08927	SH 3, GOOSEHAVEN RD, BENEWAH CO	PREL	2010	9,158												9,158	9,158	Medium	PREL
1	09162	US 95, MP 430 8 TO JCT SH 53, KOOTENAI CO	2007	2007	5,000												5,000	5,000	Medium	FY10
1	09335	SH 97, D1 DISTWIDE DURA STRIPE	2008	2008	1,320												1,320	1,320	Low	FY09
1	09458	US 95, SMITH CR TO MP 382, BENEWAH CO	2007	2008	2,410												2,410	2,410	Low	FY08
2	08225	SH 8, TROY TO DEARY	PREL	2006	2,232												2,232	2,232	Medium	PREL
3	02842	US 95, PAYETTE RV BR, S OF PAYETTE	2007	2007	7,410												7,410	7,410	High	FY09
3	02843	US 95, WEISER RV BR, S OF WEISER	2008	2010	4,020												4,020	4,020	Medium	FY09
3	04221	US 95, JCT SH 55 TO HOMEDALE SCL	2008	2010	12,560												12,560	12,560	High	FY09
3	04782	US 95, WEISER, SOUTH	2009	2010	5,890												5,890	5,890	Medium	FY10
3	06592	SH 55, ELO RD & JOHNSON LN, VALLEY CO	2006	2007	560												560	560	Low	PREL
3	07051	SH 55, BANKS PASSING LNS, BOISE CO	2003	2009	6,050												6,050	6,050	Low	PREL
3	08240	SH 51, MP 72 TO MP 75, OWYHEE CO	2006	2008	1,270												1,270	1,270	Low	PREL
3	08432	US 95, COUNCIL ALTERNATE ROUTE	2009	2010	6,090												6,090	6,090	Medium	FY10
3	08793	I 184, WYE IC TO CURTIS RD LANDSCAPING	2008	2010	5,000												5,000	5,000	Low	PREL
3	08794	I 184, WYE TO COLE LANDSCAPING	PREL	2010	3,000												3,000	3,000	Low	PREL
4	06961	US 93, FALLS AVE TO POLELINE RD, TWIN FALLS	2009	2007	3,910												3,910	3,910	High	FY09
4	06990	US 93, JIM BYRNE SLOUGH BR TO PAGARI, LINCOLN CC	2006	2006	3,450												3,450	3,450	Low	FY09
4	07173	I 84, DECO POE, CASSIA CO	2009	2010	6,300												6,300	6,300	Medium	FY10
4	07699	SH 75, SHOSHONE, NORTH	2007	2008	12,206												12,206	12,206	High	FY08
4	07836	SH 75, BELLEVUE TO HAILEY	2008	2010	14,150												14,150	14,150	High	FY10
4	08256	SH 46, INT US 26/SH 46, GOODING	2006	2006	1,725												1,725	1,725	Medium	FY06
4	08370	US 30, 400 WRD TO BURLEY	2006	2007	2,185												2,185	2,185	Medium	FY10
4	08903	I 84B, NORTH OVERLAND, BURLEY	2008	2008	2,237												2,237	2,237	High	FY08
4	09113	SH 75, PASSING LN, MP 97, BLAINE CO	2007	2010	1,000												1,000	1,000	Low	Removed
4	09213	US 93, 100 N RD TO NEWMAN'S CORNER, JEROME CO	PREL	2008	1,400												1,400	1,400	Medium	PREL
4	09355	SH 25, PAUL STREETS	2007	2007	690												690	690	Low	Removed
4	09359	SH 46, SHOESTRING RD PASSING LNS, GOODING CO	2007	2010	1,000												1,000	1,000	Low	Removed
4	09528	I 84, DECO IC TO SALT LAKE CITY IC, CASSIA CO	2007	2008	11,500												11,500	11,500	High	FY09
4	09528	I 84, KING HILL IC TO W BLISS IC	2007	2009	15,100												15,100	15,100	High	FY09
4	09539	US 93B, JCT US 30 TO ADDISON AVE, TWIN FALLS	PREL	2007	1,200												1,200	1,200	Low	Removed
4	09540	US 93, 3400N PASSING LNS, TWIN FALLS CO	PREL	2009	1,725												1,725	1,725	Medium	PREL
5	07829	I 86, CHUBBUCK IC TO POCATELLO CR IC	2007	2008	12,564												12,564	12,564	High	FY09
6	07770	US 26, IDAHO FALLS TO RIRIE	2007	2008	14,500												14,500	14,500	High	FY08
6	07813	I 15, PLEASANT VALLEY SNOW FENCE	2005	2006	440												440	440	Low	FY08
6	07845	I 15, CHINA POINT AREA SNOW FENCE	2005	2006	492												492	492	Low	FY08
6	08634	US 20, CHESTER TO TWIN GROVES, SB	2007	2006	2,600												2,600	2,600	Medium	FY09
6	09290	SH 33, SUGAR CITY DOWNTOWN IMPROVEMENTS	PREL	2009	2,520												2,520	2,520	Medium	PREL
6	09559	SH 33, DRIGGS MAIN ST	PREL	2010	3,675												3,675	3,675	Medium	PREL
6	09842	SH 28, MAIN ST, SALMON	2010	2010	1,400												1,400	1,400	Low	FY10
6	09843	US 93, MAIN ST SOUTH, SALMON	2009	2009	2,600												2,600	2,600	Low	FY10
6	09915	US 93, MACKAY STREET EXTENSION	2010	2010	1,730												1,730	1,730	Low	FY10
9	SFTY0	STATE, STATEWIDE SAFETY SET-ASIDE	2010	PREL	10,000												10,000	10,000		FY10
SUM					216,269		2,217	0	21,143	85,084							55,345	212,379		
CUM							2,217	2,217	23,360	108,444							163,789	212,379		
																	3,890	216,269		

Notes:

- Program Yr within Approved Contingency Program
- District Revision to Delivery as of 06 January 2006
- Projects in PREL during FY05 Program
- All costs in \$000



**FY2007 State Funded Projects Bid Before June 2006**  
**\$000**  
**(As of 4/19/06)**

**Proposed Advances/New Projects**  
*Amount in Thousands*

DIST	KEY NO	ROUTE	LOCATION	MR	PROGRAM	CURRENT PROGRAM			
						CN YEAR	SCHEDULED	INCREASE	FUNCTION
PROPOSED ADVANCES									
1	09938	US 95	NR SHEEP CR BR, BENEWAH CO		Pavement Pres	2007	81	81	CN
1	10004	SH 200	PONDERAY CORRIDOR PLAN		Systems Planning	2007	50	50	CN
1	10006	US 95	HAYDEN CORRIDOR PLAN		Systems Planning	2007	50	50	CN
1	10441	SH 6	BENEWAH CO LINE TO JCT SH 3		Pavement Pres	2007	192	192	CN
1	10443	SH 1	JCT US 95 TO CANADA BORDER		Pavement Pres	2007	314	314	CN
1	10444	SH 54	ATHOL CL TO HUDSON BAY RD		Pavement Pres	2007	350	350	CN
4	09352	US 93	BARRYMORE TO JCT SH 25		Pavement Pres	2007	952	952	CN
4	09936	SH 75	AIRPORT WAY TO KETCHUM		Pavement Pres	2007	1,440	1,440	CN
4	09937	US 30	TWIN FALLS AREA SEALCOATS		Pavement Pres	2007	1,133	1,133	CN
5	08839	US 30	THOMAS FORK CR, BEAR LAKE CO		R & E	2007	200	200	CN
5	08974	I 15	DEEP CR IC TO DEVIL CR IC, ONEIDA CO		Pavement Pres	2007	305	305	CN
5	08978	US 30	SUNNYSIDE RD TO LUND		Pavement Pres	2007	439	439	CN
5	08979	US 30	NOUNAN RD TO WRIGHT RD, GEORGETOWN		Pavement Pres	2007	214	214	CN
5	09366	US 91	FERRY BUTTE RD TO S BLACKFOOT IC	MR	Pavement Pres	2007	357	357	CN
5	09367	US 30	JCT I 86 TO JCT I 158, POCATELLO	MR	Pavement Pres	2007	525	525	CN
5	09877	I 86	IGO PARTNERSHIP, POWER CO		R & E	2007	250	250	CN
6	08841	US 93	SPORTSMANS ACCESS RD TO MP 122	MR	Pavement Pres	2007	244	244	CN
6	09087	SH 33	INT 12W TO JCT US 20, NR REXBURG		R & E	2007	250	250	CN
6	09658	SH 87	HENRYS LAKE FISH PASSAGES		R & E	2007	640	640	CN
6	10013	STATE	DIST 6 FY07 SEALCOATS		Pavement Pres	2007	800	800	CN
Total							\$	8,786	

Key: CN=Construction, CE=Const.Engineer, UT=Utilities, PC=Consultant Design, PE=Preliminary Engineering, RW=Right of Way, MR=Minor Rehabilitation, R & E=Restoration and Expansion



## January 2006





## 2006 REST AREA IMPROVEMENT PROGRAM

**BASIC PLUS** – a public roadside facility that is located in areas directly accessible to a low or medium volume on 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 or high volume on State, US or interstate highways. A DELUXE rest area will include all of the amenities of a BASIC PLUS safety rest area plus vending machines, designated pet areas and traveler information.

**GATEWAY** – a public roadside facility that is located in areas directly accessible to a medium or high volume state, US or interstate highway and at an important tourist entrance into the state. A GATEWAY safety rest area would include all of the amenities of a DELUXE safety rest area plus adequate space for a staffed visitor information center.

### REST AREA CLASSIFICATION

#### New Rest Areas

PROGRAM FY	REST AREA LOCATION	DISTRICT	ROUTE	APPROXIMATE Mile Post	ADT 2004
<b>BASIC PLUS</b>					
2017	Lowman	3	SH-21	73	580
2019	Grasmere	3	SH-51	28	340
2025	Idaho City	3	SH-21	39	2,100
2026	Murphy	3	SH-78	38	400
2021	Cat Creek	4	US-20	137	1,300
<b>DELUXE</b>					
2009	Camas Prairie	2	US-95	252	2,800
2011	Round Valley	3	US-55	102	3,100
2018	Sage Junction	6	I-15	58	2,000
<b>GATEWAY</b>					
2029	Marsing	3	US-95	26	1,900
2015	Hollister	4	US-93	26	4,400

#### Rest Area Rehabilitation (Expansion)

PROGRAM FY	REST AREA LOCATION	DISTRICT	ROUTE	APPROXIMATE M.P.	ADT 2004
<b>BASIC PLUS</b>					
2007	Sheep Creek	2	US-95	189	2,300
2008	Mineral Mountain	2	US-95	371	2,500
2008	Lenore	2	US-12	28	4,000
2007	Midvale	3	US-95	101	2,500
2010	Jct. US-93 WB	4	I-84	171	22,000
2023	Cotterell NB & SB	4	I-84	229	6,600
<b>DELUXE</b>					
	Bliss EB & WB (completed in 2004)	4	I-84	133	13,500
2019	Juniper NB & SB	4	I-84	269	6,600
2006	Clark Hill	6	US-26	357	3,500
<b>GATEWAY</b>					
2007	Snake River View	3	I-84	1	15,500
2007	Cherry Creek	5	I-15	7	8,700



## Rest Area Reconstruction

PROGRAM FY	REST AREA LOCATION	DISTRICT	ROUTE	APPROXIMATE M.P.	ADT 2004
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(Proposed Upgrades)  
DELUXE

2006	Blacks Creek	3	I-84	62	21,000
2008	Timmerman	4	US-20	178	1,600
2010	Hagerman	4	US-30	184	2,700
2012	Inkom NB & SB	5	I-15	59	15,500
2013	Malad Summit	5	I-15	25	7,900
*	North Blackfoot NB & SB	5	I-15	101	19,000
*	Coldwater	5	I-86	19	6,300
*	Massacre Rocks	5	I-86	31	6,300
2006	Big Lost River	6	US-20/26	265	1,900

## GATEWAY

2016	Huetter	1	I-90	8	49,500
2009	Dubois	6	I-15	167	2,800

(year) – Indicates rest areas currently being discussed and entering into the program.

\* - Indicates projects are not currently programmed or has not been assigned a specific project year. Rest Area(s) may be moved ahead of schedule or moved to a different category based on amount of funds available in Rest Area Program, delays in projects, and facility assessment study completed in 2005.

Rest Areas without a specified year or “\*” assigned represents facilities that currently meet requirements and are included in the normal cycle and schedule for rehabilitation/reconstruction program.



# 2007 Recommended Program of Projects

EXHIBIT 319

Recipient	FTA Section 5311 Rural Public Transportation		FTA Section 5310 Elderly & Persons with Disabilities		State Funding	Total
	Base	Intercity	Purchase of Service	Capital		
<b>District 1</b> North Idaho Community Express Senior Hospitality Center Special Mobility Services Valley Vista Care Corp - St Maries Coeur d'Alene Tribe (5307 transfer) Coeur d'Alene Tribe <b>Totals</b>	\$180,000 \$11,200 \$6,050 \$100,000 \$96,699 \$235,032 <b>\$628,981</b>	\$40,000 \$0 \$0 \$0 \$0 \$0 <b>\$40,000</b>	\$0 \$0 \$0 \$0 \$0 \$0 <b>\$0</b>	\$20,000 \$0 \$0 \$10,000 \$0 \$0 <b>\$30,000</b>	\$26,000 \$0 \$0 \$29,560 \$0 \$0 <b>\$55,560</b>	\$266,000 \$11,200 \$6,050 \$139,560 \$96,699 \$235,032 <b>\$754,541</b>
<b>District 2</b> Valley Transit CAP - Area Agency on Aging D2 University of Idaho - Disability Services <b>Totals</b>	\$357,957 \$0 \$0 <b>\$357,957</b>	\$76,705 \$0 \$0 <b>\$76,705</b>	\$0 \$42,000 \$0 <b>\$42,000</b>	\$0 \$0 \$1,034 <b>\$1,034</b>	\$0 \$0 \$45,000 <b>\$45,000</b>	\$434,662 \$42,000 \$46,034 <b>\$522,696</b>
<b>District 3</b> McCall (City of ) Northwestern Stage Lines Treasure Valley Transit Valley Regional Transit Authority (VRTA) Western ID Training Co (WITCO) <b>Totals</b>	\$0 \$0 \$709,658 \$150,000 \$0 <b>\$859,658</b>	\$0 \$232,000 \$0 \$0 \$0 <b>\$232,000</b>	\$0 \$0 \$0 \$0 \$0 <b>\$0</b>	\$33,120 \$0 \$85,914 \$0 \$50,730 <b>\$169,764</b>	\$0 \$0 \$77,290 \$0 \$9,000 <b>\$86,290</b>	\$33,120 \$232,000 \$872,862 \$150,000 \$59,730 <b>\$1,347,712</b>
<b>District 4</b> Blaine County - PEAK Bus* Ketchum-Sun Valley Reg. Transit - KART* College of Southern Idaho - TRANS IV Filer Senior Center Living Independence Corp (LINC) Trailways <b>Totals</b>	\$441,323 \$394,050 \$0 \$0 \$0 <b>\$835,373</b>	\$0 \$104,000 \$0 \$0 \$75,600 <b>\$179,600</b>	\$0 \$0 \$0 \$30,000 \$0 <b>\$30,000</b>	\$0 \$0 \$33,794 \$0 \$0 <b>\$33,794</b>	\$0 \$0 \$13,000 \$0 \$0 <b>\$13,000</b>	\$441,323 \$498,050 \$46,794 \$30,000 \$75,600 <b>\$1,091,767</b>
<b>District 5</b> Bingham County Pocatello Regional Transit <b>Totals</b>	\$0 \$470,724 <b>\$470,724</b>	\$0 \$100,869 <b>\$100,869</b>	\$0 \$0 <b>\$0</b>	\$45,000 \$0 <b>\$45,000</b>	\$5,000 \$0 <b>\$5,000</b>	\$50,000 \$571,593 <b>\$621,593</b>
<b>District 6</b> Community & Rural Transportation - CART Valley Vista Care Center - Custer County START Bus - Jackson WY <b>Totals</b>	\$494,124 \$0 \$0 <b>\$494,124</b>	\$111,564 \$0 \$20,000 <b>\$131,564</b>	\$0 0 0 <b>\$0</b>	\$44,140 \$10,310 \$0 <b>\$54,450</b>	\$52,460 \$29,690 \$0 <b>\$82,150</b>	\$702,288 \$40,000 \$20,000 <b>\$762,288</b>
<b>Statewide</b> Match FY 2006 Sec 5309 Addl. Fed. Funds <b>Totals</b>	\$0 <b>\$0</b>	\$0 <b>\$0</b>	\$0 <b>\$0</b>	\$0 <b>\$0</b>	\$25,000 <b>\$25,000</b>	\$25,000 <b>\$25,000</b>
<b>Totals</b> Unallocated (Reserve) 5310 Funds	\$3,646,817 \$0	\$760,738 \$0	\$72,000 \$0	\$334,042 \$52,860	\$287,000 \$0	\$5,100,597 \$52,860
<b>PROGRAM TOTALS</b> * Blaine County & KART are Merging	<b>\$4,407,555</b>		<b>\$458,902</b>		<b>\$312,000</b>	<b>\$5,178,457</b>







## EXHIBIT A

**IDAHO TRANSPORTATION DEPARTMENT  
2007 PROPOSED LEGISLATION IDEAS  
July 6, 2005**

Exhibit	Description / Category	Contact
<b>IMPROVING SAFETY</b>		
1	<b>REAL ID ACT IMPLEMENTATION</b> – This legislation will implement provisions of the federal REAL ID Act which became Public Law 109-13 on May 11, 2005. Section 202 of the law contains the minimum document requirements for federal recognition of a state-issued driver's license or identification card. States must be in compliance with these requirements by May 11, 2008. Non-complying driver's licenses or ID cards will not be recognized for any official Federal purpose such as entry into airports or federal facilities.	Ed Pemble Driver Services Mgr 334-7830
2	<b>MANDATORY CHAIN-UP LAW</b> – This legislation would amend Section 49-948, Idaho Code, to require motorists to use tire chains on their vehicles when dangerous conditions exist on a highway and signs have been posted by the Department indicating that chains are required.	Dave Jones Assistant Highway Operations Engineer 334-7893
3	<b>PRIMARY SEAT BELT LAW</b> – This legislation would amend Section 49-673, Idaho Code, to allow law enforcement officers to cite seat belt violations as a "primary" offense, rather than only as a "secondary" action when the vehicle operator has been cited for another violation. A primary seat belt law will increase seat belt use, enhance public safety and make Idaho eligible for additional federal-aid funding of \$4.5 million (one time) and \$1.0 million annually thereafter.	Mary Hunter Office of Highway Safety 334-8112
4	<b>SEAT BELT: RAISE SEAT BELT VIOLATION FINE</b> – This legislation would amend Section 49-673, Idaho Code to raise the minimum fine, including court costs, for a seat belt exemption to \$52.00. This action would make Idaho eligible for approximately \$1.0 million in federal-aid funding annually.	Mary Hunter Office of Highway Safety 334-8112
5	<b>SEAT BELT: NURSING MOTHER EXEMPTION</b> – This legislation would amend Section 49-672, Idaho Code, to remove the seat belt exemption for physiological needs, including nursing babies. This action would make Idaho eligible for approximately \$1.0 million annually in federal-aid funding.	Mary Hunter Office of Highway Safety 334-8112
6	<b>SAFETY SEAT: 8 YEAR AGE REQUIREMENT</b> - This legislation would amend Section 49-672, Idaho Code, raise the minimum standard for a child to be restrained in a child safety seat to eight (8) years of age. This action would make Idaho eligible for an additional \$250,000 annually in federal-aid funds.	Mary Hunter Office of Highway Safety 334-8112



**EXHIBIT A**

Exhibit	Description / Category	Contact
<b>PROGRAM EFFICIENCY</b>		
7	<b>VARIABLE LOAD SUSPENSION (VLS) AXLES</b> – This legislation will clarify when a Variable Load Suspension (VLS) axle must be self-steering and eliminate the requirement for pre-qualification of VLS axles which allows the group of axles (tandem and VLS) to be weighed as one group. The proposed law would allow a tandem axle/lift axle combination without requiring the lift axle to be self steering.	Alan Frew Motor Vehicles 334-8809
8	<b>PROHIBITING ISSUANCE OF RESTRICTED DRIVING PERMITS</b> – This legislation will prohibit the issuance of a restricted permit for Commercial Motor Vehicle (CMV) operation during a period of license suspension for driving without privileges. It will also eliminate the reference that the Department "shall not" issue a driver's license to a person who is a "habitual drunkard, or is addicted to narcotic drugs". This provision could hold the Department liable for tort claims for not enforcing a law that is vague, ambiguous and unenforceable.	Hal Putnam Motor Vehicles 334-4465
9	<b>PERMANENT REGISTRATION OPTION FOR TRAILERS</b> – This legislation would provide for a permanent license plate registration option for trailers for a one-time fee of \$105, administrative fee of \$4 and a \$3 plate fee. The permanent plate will replace the current 7-year plate program. The letters "PERM" will be imprinted on the plate instead of the validation sticker placeholder.	Alan Frew Motor Vehicles 334-8809
10	<b>TEMPORARY VEHICLE CLEARANCE FEE WAIVER</b> – The Department currently allows customers to utilize on-line internet services for motor carrier registration for a \$10 fee. Customers object to the fee since they are doing the data entry themselves and print the documents on their own equipment. This legislation would waive the \$10 registration fee when the document is obtained by an Idaho-based motor carrier via Internet access and is printed by the registrant.	Alan Frew Motor Vehicles 334-8809
11	<b>ALLOW 97 FT SADDLE-MOUNT LENGTH ON NHS</b> – A change in Federal law (SAFETEA-LU in 2005) allows saddle-mount tractor/trailer combinations of up to 97 feet in overall length on the National Highway System only. Idaho Code needs to be revised to keep Idaho in compliance with federal law. The current limit of 75 feet would remain in effect on all other highways.	Alan Frew Motor Vehicles 334-8809



**EXHIBIT A**

Exhibit	Description / Category	Contact
12	<b>DRIVER EDUCATION PROGRAM PERMITS AND FEES –</b> The fee for driver education permits is currently \$30 for a public school permit and \$10 for a commercial school permit. This proposal would result in a single type of permit for either type of drivers education program with a fee set at \$26.50. Teen drivers would be issued a plastic digitized photo card during the supervised instruction permit period instead of the current paper card.	Lynn Rhodes Driver Services 334-8727
13	<b>VEHICLE TITLING – FEDERAL BANKRUPTCY CODE –</b> This proposal will bring Idaho Code into compliance with new (October, 2005) Federal bankruptcy law for the purpose of perfecting a security interest in a vehicle. It will amend transitional ownership document requirements to match Federal code by eliminating unnecessary steps in the filing of a title application which would not be recognized in a bankruptcy case.	Amy Smith Vehicle Services Mgr 334-8660
14	<b>REFUND OF VEHICLE REGISTRATION FEES –</b> This proposal will resolve a conflict in Idaho Code pertaining to the refund of registration fees for commercial, noncommercial and farm vehicles. Sections 49-431(2) and (3), Idaho Code, state that registration fees may not be refunded if the plates and registration are not transferred to another vehicle. Section 49-434(6), Idaho Code, states that when vehicle ownership changes, the unexpired portion of the registration fee may be refunded if the owner does not transfer the plate to another vehicle and the plate, sticker and registration documents are surrendered. The code will be amended to allow a refund as stated under Section 49-434(6).	Alan Frew Motor Vehicles 334-8809
15	<b>ACCESS MANAGEMENT POLICY FOR STATE HIGHWAYS -</b> The highway access management policy for the State Highway System is in the final process of being rewritten. It is known that implementation of this new policy will require modification of Board and Administrative Policies B-12-01 and A-12-01 and also repeal and replacement of IDAPA Rule 39.03.42 (Use of State Right of Way). There MAY also be some required amendment of Idaho Code. This concept is included as notice to the Board of a possible legislative proposal.	Brent Jennings Highway Operations / Safety Engineer 334-8557



INNOVATIVE FINANCE		
16	<p><b>DMV AUTOMATED SYSTEMS INITIATIVE FEE</b> – This proposal would establish a \$5.00 technology fee per each vehicle title, vehicle registration, vehicle over-legal permit, hazardous materials endorsement, drivers license or identification card issued. The fee would generate revenue for a “DMV IT Initiative” to completely replace all DMV related automated systems including: drivers records and licensing; vehicle titles, registrations, and dealer licensing; commercial vehicle registration and port of entry; Aeronautics pilot licensing and airplane registration; and Financial Services systems that support DMV. The fee would generate approximately \$13 million annually for four years (\$52 million total) after which point the legislation would sunset.</p>	<p>Alan Frew Motor Vehicles 334-8809</p>
17	<p><b>ITD HEADQUARTERS FACILITY IMPROVEMENT</b>- This proposal would result in a Concurrent Resolution by the Legislature to allow the Department to secure Legislative approval to partner with the Idaho State Building Authority to provide for the development and financing of new facilities for the ITD Headquarters and District 3 offices. The proposal would have a fiscal impact of \$3.2 million annually in debt service for twenty years beginning in FY2010 (\$64.0 million total) on bonds sold by the Idaho State Building Authority to finance the facilities.</p>	<p>Sue Simmons Admin. Services Division Administrator 334-8801</p>



18	<p><b>COMPREHENSIVE FEE INITIATIVES SUMMARY-</b> This item is a summary of the various fee initiatives that have been proposed to increase transportation revenues by ITD. The initiatives are as follows:</p> <ul style="list-style-type: none"> <li>• <b>REAL ID Implementation (ITD)</b> – Increase cost of driver's license or ID card by \$22.50. This will generate approximately \$6.9 million annually, to cover the cost of implementing the REAL ID Act.</li> <li>• <b>DMV IT Initiative (ITD)</b> – This proposal would establish a \$5.00 technology fee per each vehicle title, vehicle registration, vehicle over-legal permit, hazardous materials endorsement, drivers license or identification card issued. The fee would generate \$52 million over four years to replace all DMV related automated systems.</li> <li>• <b>Driver Education Program Permits and Fees (ITD)</b> - The fee for driver education permits is currently \$30 for a public school permit and \$10 for a commercial school permit. This proposal would result in a single type of permit for either type of drivers education program with a fee set at \$26.50. This would generate \$63,400 in additional revenue to cover the cost of issuing a plastic photo card to carry during the supervised instruction permit period.</li> <li>• <b>Public Transportation Local Option Tax</b> - allow for election of a local option sales tax of ½ percent (0.5%) within the boundaries of the RPTA (Ada &amp; Canyon County) for public transportation systems. This proposal would generate \$273 million in sales tax and \$54.0 million in bond revenues from FY 09 through FY14.</li> <li>• <b>IDAPA Rule 39.03.21 (Overlegal Permit Fees)</b> – This rule change (approved by the Board at the June, 2006 meeting) will increase overlegal permit fees for commercial vehicles by \$15.00 per permit. The fiscal impact will be approximately \$1.0 million annually, based on an estimated 68,000 permits being issued. The fee increase will cover the current administrative cost for issuing permits.</li> </ul>	<p>Charlie Rountree Trans. Planning Administrator 334-8484</p>
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**EXHIBIT A**

19	<b>PUBLIC TRANSPORTATION: LOCAL OPTION TAX-</b> This legislation would amend Chapter 21 (Regional Public Transportation Authority Act ), Title 40, Idaho Code, to allow for election of a local option sales tax of ½ percent (0.5%) within the boundaries of the RPTA (Ada & Canyon County) for public transportation systems. Based on projected FY09 sales, a 0.5% sales tax would generate approximately \$29.2 million in revenue in FY09, increasing to \$37.2 million in FY14 and to \$96.0 million in FY28. \$273.0 million would be generated by sales tax from FY09 through FY 14. The local sales tax would sunset after 20 years (FY2028) unless reauthorized by voters. The proposal would also allow the RPTA, upon 2/3rds voter approval to issue bonds for purposes of public transportation infrastructure. Bond revenues of \$54.0 million are projected for FY09 through FY14.	Charlie Rountree Trans. Planning Administrator 334-8484
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# ACCOUNTS TO BE WRITTEN OFF

## Fiscal Year 2006

Over (\$1,000)

Account	Name	Amount	Mileage Tax	Registration	Returned Check	Audit	Reinstatement	Damage Claim	Final Comments
1655582	HINTON, RYAN	\$14,115.19	\$0.00	\$14,075.19	\$0.00	\$0.00	\$40.00	\$0.00	Past statute of limitations. Ch 7 bankruptcy filed 7/24/02 and discharged 11/14/02
5000917	WILSON, DIRK	\$4,860.11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,860.11	Past statute of limitations.
1104594	GARTH SEARLE LAND & LIVESTOCK LLC	\$4,008.78	\$0.00	\$3,968.78	\$0.00	\$0.00	\$40.00	\$0.00	Past statute of limitations.
2000413	EASTER, CLARK R	\$2,806.04	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,806.04	Past statute of limitations.
1014749	JULIAN TRANSPORT INC	\$2,666.42	\$1,366.46	\$0.00	\$0.00	\$1,259.96	\$40.00	\$0.00	Past statute of limitations. Ch 7 bankruptcy filed 10/16/02 and discharged 1/23/03
0773333	NEW RISING FENIX INC	\$2,261.51	\$2,261.51	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Ch 11 bankruptcy filed 6/21/99 and terminated 11/20/01
0691113	MAYES, THOMAS J	\$2,131.16	\$2,091.16	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00	Past statute of limitations. CH 7 bankruptcy filed 10/30/01 and discharged 2/28/02

EXHIBIT 322



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1248510	T & B SMITH TRUCKING	\$2,072.81	\$2,032.81	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00	Past statute of limitations.
1789791	INLAND PACIFIC CONTRACTING INC	\$1,715.78	\$0.00	\$1,234.03	\$441.75	\$0.00	\$40.00	\$0.00	Past statute of limitations. CH 7 filed 6/6/03. Case closed and discharged 9/4/03
0390864	J R T NATIONWIDE	\$1,153.23	\$0.00	\$0.00	\$0.00	\$1,153.23	\$0.00	\$0.00	Past statute of limitations. Ch 11 bankruptcy filed 3/4/97, converted to Ch 7 9/9/97 and terminated 6/6/2000
1878654	K N S ENTERPRISES	\$1,008.10	\$0.00	\$968.10	\$0.00	\$0.00	\$40.00	\$0.00	Past statute of limitations.

Total of Accounts: 11

\$38,799.13

\$7,751.94

\$20,246.10

\$441.75

\$2,413.19

\$280.00

\$7,666.15

Approved by:

8-17-06

Date

Idaho Transportation Board Chairmen





# State of Idaho

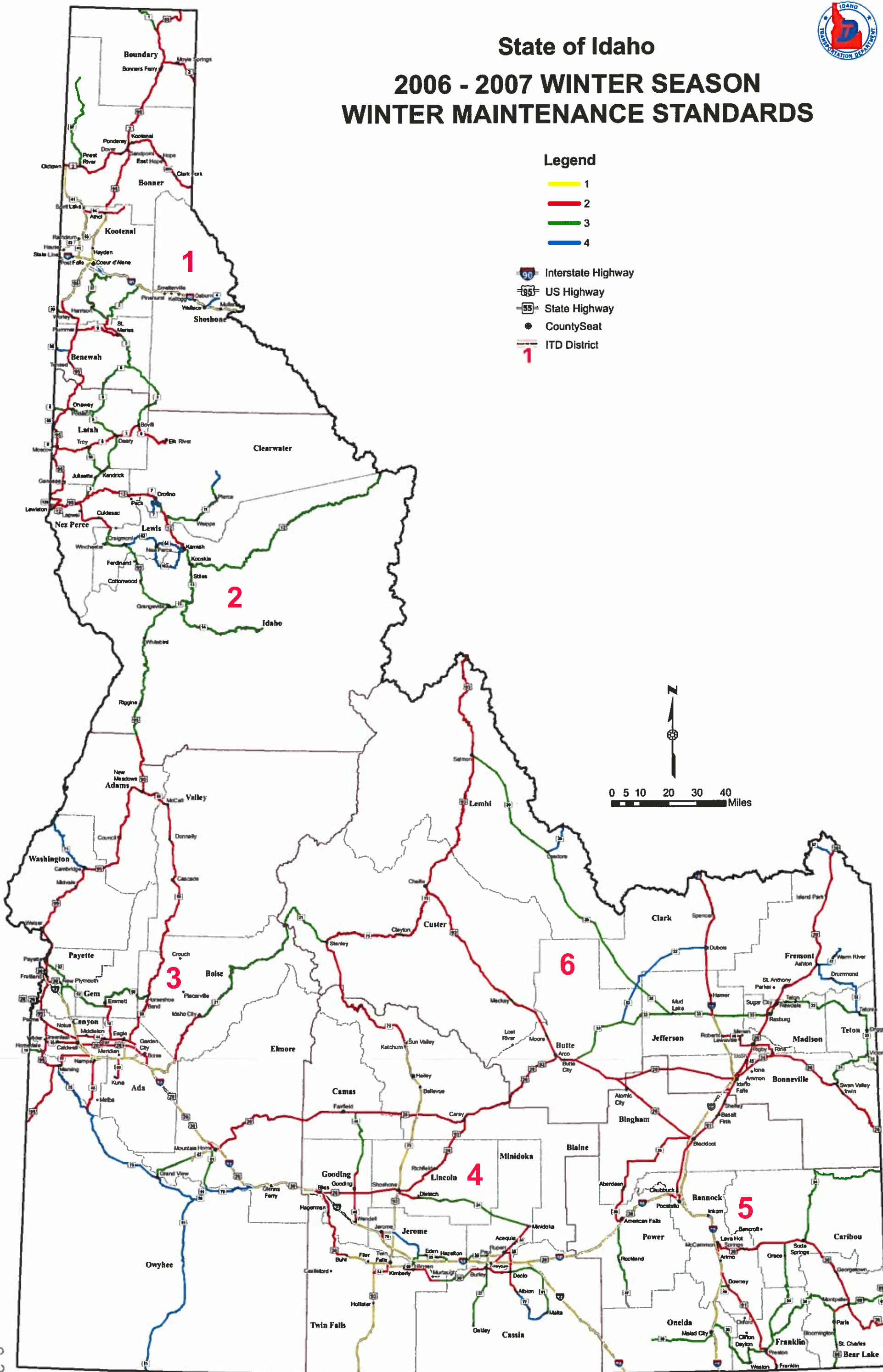
## 2006 - 2007 WINTER SEASON

### WINTER MAINTENANCE STANDARDS

#### Legend

- 1
- 2
- 3
- 4

- Interstate Highway
- US Highway
- State Highway
- County Seat
- ITD District





In accordance with 87-3503, 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 FY08 Request for Board Review: 8/17/06					
By Major Programs	FY 2006 Total Appropriation	FY 2006 Actual Expenditures	FY2007 Original Appropriation	FY 2007 Estimated Expenditures*	FY 2008 Total Request
290 01 Administration	21,767,100	20,640,400	21,652,000	21,652,000	23,414,500
290 02 Planning	5,576,500	5,216,800	5,810,400	5,810,400	6,230,500
290 03 Motor Vehicles	18,282,300	17,495,700	20,833,800	20,833,800	34,961,100
290 04 Highway Operations	136,993,400	132,599,700	136,562,200	136,562,200	154,265,900
290 05 Capital Facilities	3,850,000	4,091,500	7,252,000	7,252,000	5,615,000
290 06 Contract Construction & Right-of-Way Acquisition	398,803,400	302,506,300	297,492,700	394,464,600	280,030,300
290 07 Aeronautics	4,602,600	2,286,400	3,452,100	4,274,300	3,071,500
290 08 Public Transportation	4,252,200	4,934,300	8,960,300	8,960,300	9,630,000
TOTAL	594,127,500	489,771,100	502,015,500	599,809,600	517,218,800
By Fund Source	FY 2006 Total Appropriation	FY 2006 Actual Expenditures	FY 2007 Original Appropriation	FY 2007 Estimated Expenditures	FY 2008 Total Request
0260-02 d State Highway	248,801,200	214,708,500	208,662,700	250,222,000	232,181,000
0260-03 f State Highway	331,743,300	269,502,900	281,951,000	335,838,800	275,261,000
0260-04 i State Highway	590,900	512,200	600,900	600,900	600,900
0260-05 o State Highway	8,339,500	2,732,900	7,298,800	8,823,600	6,054,400
0260-06 d Highway: Restricted Disaster Fund	-	-	-	-	-
0263-00 f Idaho Traffic Safety	-	-	-	-	-
0221-02 d Aeronautics	2,218,100	2,065,100	2,040,600	3,108,600	2,153,400
0221-03 f Aeronautics	2,235,300	30,700	1,262,800	1,017,000	758,100
0221-04 i Aeronautics	199,200	218,800	198,700	198,700	210,000
0001-00 g General Fund	594,127,500	489,771,100	502,015,500	599,809,600	517,218,800
TOTAL	594,127,500	489,771,100	502,015,500	599,809,600	517,218,800
By Object	FY 2006 Total Appropriation	FY 2006 Actual Expenditures	FY 2007 Original Appropriation	FY 2007 Estimated Expenditures	FY 2008 Total Request
Personnel Costs	109,282,000	105,563,600	104,695,300	104,695,300	118,481,600
Operating Expenditures	64,608,800	55,488,200	75,809,300	79,213,800	98,403,000
Capital Outlay	397,923,200	320,672,700	305,435,300	390,425,400	285,883,200
Trustee and Benefit Payments	22,313,500	8,046,600	16,075,600	25,475,100	14,451,000
Lump Sum	-	-	-	-	-
TOTAL	594,127,500	489,771,100	502,015,500	599,809,600	517,218,800
TOTAL FTP	1,833.5	1,833.5	1,833.5	1,833.5	1,833.5
FUNDED FTP	1,833.5	1,833.5	1,833.5	1,833.5	1,833.5

\* FY 2007 Estimated Expenditures includes reappropriated spending authority.



FY 2006 Federal Highway Program Prioritized Projects Requested for August 2006 Redistribution of Federal Formula Obligation Authority  
(\$000s)

Attachment D

DIST	KEY NO	ROUTE	LOCATION	TYPE OF WORK	CN YEAR	PROGRAM	FY 2006			FUNCTION
							SCHEDULED	OBLIGATED	ESTIMATED	
REDISTRIBUTION REQUESTS										
3	09156	OFFSYS	ECKERT PATHWAY EXTENSION II	BIKE/PEDESTRIAN TRAIL	2006	STP-ENHANCEMENT	644	0	644	CNCE
6	08719	SH 33	SUGAR CITY/MADISON CO BIKE PATH	BIKE/PEDESTRIAN TRAIL	2006	STP-ENHANCEMENT	619	0	619	CNCE
1	10206	I 90	BLUE CR BAY BRS (2), KOOTENAI CO	BRIDGE REHABILITATION	2006	RESTORATION & EXPANSION	2,260	0	2,525	CN
4	08896	I 84	W JEROME IC TO JCT US 93 IC	RESURFACING	2006	PAVEMENT PRESERVATION	11,315	0	16,500	CNCE
3	08956	I 84	SH 44 IC TO CALDWELL	RESURFACING	2006	RESTORATION & EXPANSION	3,681	0	5,574	CNCE
3	08959	I 84	MP 23 TO JCT SH 44, CANYON CO	RESURFACING	2006	RESTORATION & EXPANSION	3,183	0	3,933	CNCE
6	08052	US 26	CLARK HILL RA REHAB, BONNEVILLE CO	REST AREA IMPROVEMENT	2006	REST AREA	2,076	0	2,076	CNCE
6	09620	US 20	BIG LOST RV RA RECONSTRUCT	REST AREA IMPROVEMENT	2006	REST AREA	1,790	0	1,790	CNCE
1	08399	SH 97	TURNER CR BR, KOOTENAI CO	BRIDGE REPLACEMENT	2006	BRIDGE	540	0	1,440	CN
6	09565	SH 33	HENRYS FORK TO INT 12TH W, REXBURG	RESURFACING	2006	PAVEMENT PRESERVATION	1,497	0	2,070	CN
Sub-Total									37,171	
6	07979	LOCAL	SUNNYSIDE RD, IDAHO FALLS*	MAJOR WIDENING	2010	STP-LOCAL URBAN	0	0	9,752	CN
1	09445	I 90	WALLACE TO IC# 68	RESURFACING	2007	PAVEMENT PRESERVATION	0	0	3,320	CNCE
2	08353	US 95	LAPWAI TO SPALDING	RESURFACING	2007	RESTORATION & EXPANSION	0	0	2,530	CNCE
4	09865	SH 75	BELLEVUE TO HAILEY, BLAINE CO	RESURFACING	2007	PAVEMENT PRESERVATION	0	0	410	CNCE
5	08968	I 86	ROCKLAND IC TO IDAHO ST, AMERICAN FALLS	RESURFACING	2007	PAVEMENT PRESERVATION	0	0	865	CNCE
5	08975	I 15	MCCAMMON IC TO S 5TH IC, POCA TELLO	RESURFACING	2007	PAVEMENT PRESERVATION	0	0	1,084	CNCE
5	09878	SH 39	ABERDEEN TO STERLING RD, BINGHAM CO	RESURFACING	2007	PAVEMENT PRESERVATION	0	0	1,610	CNCE
2	08989	US 95	LAWYERS CR TO CRAIGMONT	RESURFACING	2008	RESTORATION & EXPANSION	0	0	1,875	CNCE
5	09888	SH 34	4800 N TO 7400 N, FRANKLIN CO	RESURFACING	2008	PAVEMENT PRESERVATION	0	0	773	CNCE
5	09889	SH 37	ROCKLAND SCL TO ALBERTS RD, POWER CO	RESURFACING	2008	PAVEMENT PRESERVATION	0	0	1,700	CNCE
4	06990	US 93	JIM BYRNE SLOUGH BR TO PAGARI, LINCOLN CO	RESURFACING	2009	PAVEMENT PRESERVATION	0	0	3,608	CNCE
6	08634	US 20	CHESTER TO TWIN GROVES, SB	RESURFACING	2009	PAVEMENT PRESERVATION	0	0	1,900	CN
2	08225	SH 8	TROY TO DEARY	RESURFACING	PREL	RESTORATION & EXPANSION	0	0	2,232	CNCE
4	09213	US 93	100 N RD TO NEWMAN'S CORNER, JEROME CO	RESURFACING	PREL	RESTORATION & EXPANSION	0	0	1,400	CNCE
2	09470	US 12	MP 81 TO GRAVES CR, PH 1	PAVEMENT MARKINGS	2007	SAFETY	0	0	1,000	CNCE
3	09419	OFFSYS	TRAFFIC SIGNAL UPGRADE, MERIDIAN	TRAFFIC OPERATIONS	2007	CMAQ	0	0	215	CN
1	09770	SH 97	CORRIDOR STUDY	STUDY	2008	SYSTEMS PLANNING	0	0	220	PC
6	07813	I 15	PLEASANT VALLEY SNOW FENCE	TRAFFIC OPERATIONS	2008	RESTORATION & EXPANSION	0	0	460	CNCE
1	01222	US 2	DOVER BR, BONNER CO	BRIDGE REPLACEMENT	PREL	RESTORATION & EXPANSION	0	0	4,178	CNCE
1	01509	US 95	SANDPOINT TO KOOTENAI CUTOFF	MAJOR WIDENING	PREL	RESTORATION & EXPANSION	0	0	12,000	CNCE
4	08107	I 84	JCT I 84/US 93 IC, STG 2	TRAFFIC OPERATIONS	PREL	CI-FEDERAL	0	0	13,087	CNCE
Sub-Total									64,219	
									\$	101,390

\* During the June 2006 board meeting the IT Board approved the addition of this project to the EOY Plan if additional funding is available.

Total Redistribution Request

\* During the June 2006 board meeting the IT Board approved the addition of this project to the EOY Plan if additional funding is available.

Total Redistribution Request

Key: CN=Construction, CC=Consultant Engineering, CE=Const. Engineering, UT=Utilities, PE=Prel. Engineering, PC=Consultant Design, RW=Right of Way



**Idaho Transportation Department**  
**Allocation of STP Apportionments to Local Public Agencies (LPAs)**  
**Board Policy B-11-04 Sub-allocation Options**

**OPTION D**

Option Adopted by Idaho Transportation Board on 6/30/1998  
 State and Local High Priority *including* completion cost deducted prior to 12.6% LPA share

**FY 2008 Estimate**

<b>SAFETEA-LU Formula Apportionments</b>		<b>\$ 288,460,537</b>
<b>Less Off-the-Top Deductions:</b>		
State Planning & Research	\$	5,085,333
CMAQ (see Note A)	\$	11,522,196
STP - Enhancements	\$	5,487,774
Recreational Trails	\$	1,358,480
Total High Priority including Project Completion Cost (see Note D)	\$	63,367,980
<b>Net Formula Apportionments</b>		<b>\$ 201,638,774</b>
<b>Available LPA Share (12.6%)</b>		<b>\$ 25,406,485</b>
<b>Less High Priority - Local Projects</b>		<b>\$ - Included in Off-the-Top</b>
<b>Adjusted LPA Share</b>		<b>\$ 25,406,485</b>
<b>Obligation Limitation (Assumes 100% OA)</b>		<b>\$ 25,406,485</b>
<b>One-half Share to Rural LPAs</b>		<b>One-half Share to Urban LPAs</b>
<b>\$ 12,703,243</b>		<b>\$ 12,703,243</b>
3,567,375 STP Exchange (see Note B)		6,102,922 TMA Apportionment
9,135,868 Local Rural Program		6,600,320 Local Urban Program

**Notes:**

- A CMAQ Program Limit is \$4.4 Million - 95% of CMAQ Projects FY06 to FY08 are Local Projects.  
 B \$2.2 Million ST Funds (61.67% Exchange Rate per B-11-06).  
 D Project Completion Cost based on TEA-21 High Priority Apportionments vs. Actual Project Costs 1998 to 2006





*Jared Fuhriman*  
Mayor

## CITY OF IDAHO FALLS

Office of the Mayor  
City Hall  
Idaho Falls, Idaho 83405

September 12, 2006

Idaho Transportation Department, District 6  
Post Office Box 97  
Rigby, Idaho 83442-0097

ATTN: District Engineer Tom Cole, P.E./L.S.

RE: Sunnyside Road, Idaho Falls  
Project No.: STP-7446(101); Key No.: 7979

Subject: Project Funding

Dear Mr. Cole:

The city recognizes and agrees to the fact that all funding required to construct Sunnyside Road above and beyond the programmed \$7,741,000, including match, will be paid for entirely by city funds.

Due to the crucial nature of completing this project any assistance to secure federal funding prior to the programmed fiscal year of 2010 would be greatly appreciated.

Thank you for your cooperation in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Jared D. Fuhriman".

Jared D. Fuhriman  
Mayor  
City of Idaho Falls



**FY 2006 Federal Highway Program Prioritized Projects Requested August 2006 Redistribution of Federal Formula Obligation Authority**  
**Updated for Actual Redistribution of \$14.4 Million Federal-Aid**  
(\$000s)

DIST	KEY NO	ROUTE	LOCATION	TYPE OF WORK	CN YEAR	PROGRAM	FY 2006			FUNCTION
							SCHEDULED	ESTIMATED	OBLIGATED	
CURRENT YEAR READY/PROJECTS FUNDED AS OF 9/1/06										
1	10206	190	BLUE CR BAY BR (2), KOOTENAI CO	BRIDGE REHABILITATION	2006	RESTORATION & EXPANSION	2,260	2,513	2,854	CN
1	00399	SH 97	TURNER CR BR, KOOTENAI CO	BRIDGE REPLACEMENT	2006	BRIDGE	540	1,568	1,797	CN
3	09156	OFFSYS	ECKERT PATHWAY EXTENSION II	BIKE/PEDESTRIAN TRAIL	2006	STP-ENHANCEMENT	644	619	618	CNICE
3	08689	LOCAL	BOYDSTUN ST, JCT SH 55 TO W VALLEY RD	RECONSTRUCTION	2006	STP-LOCAL RURAL	1,300	1,821	1,821	CN
6	09565	SH 33	HENRY'S FORK TO INT 12TH W, REXBURG	RESURFACING	2006	PAVEMENT PRESERVATION	1,497	2,107	610	CN
3	08956	184	SH 44 IC TO CALDWELL	RESURFACING	2006	RESTORATION & EXPANSION	3,681	5,574	6,328	CNICE
3	08959	184	MP 23 TO JCT SH 44, CANYON CO	RESURFACING	2006	RESTORATION & EXPANSION	3,183	3,933	4,461	CNICE
5	09428	115	SIGNAL COORDINATION PH 1	TRAFFIC SIGNAL	2006	CMAQ	305	305	279	CN
6	08052	US 26	CLARK HILL RA REHAB, BONNEVILLE CO	REST AREA IMPROVEMENT	2006	REST AREA	2,076	2,198	2,182	CNICE
6	09620	US 20	BIG LOST RV RA RECONSTRUCT	REST AREA IMPROVEMENT	2006	REST AREA	1,790	1,873	2,120	CNICE
9	09698	STATE	STATEWIDE RUMBLE STRIPS	TRAFFIC OPERATIONS	2006	SAFETY	850	1,243	1,411	CN
Sub-Total							18,126	23,754	24,481	
PROJECTS TO BE FUNDED WITH REDISTRIBUTION OF \$11,100										
9	09697	STATE	STATEWIDE DURABLE PAVEMENT MRKGS	TRAFFIC OPERATIONS	2006	SAFETY	5,850	6,596	0	CN
4	08493	LOCAL	YALE RD, CASSIA CO, STG 2	RESURFACING	2006	STP-LOCAL RURAL	2,764	2,764	0	CN
6	07979	LOCAL	SUNNYSIDE RD, IDAHO FALLS*	MAJOR WIDENING	2010	STP-LOCAL URBAN	5,481	5,481	0	CN
5	08975	115	MCCAMMON IC TO S 5TH IC, POCA TELLO	RESURFACING	2007	PAVEMENT PRESERVATION	1,084	1,696	0	CNICE
Sub-Total							15,179	16,537	0	
REDISTRIBUTION REQUESTS NOT FUNDED										
4	08996	184	W JEROME IC TO JCT US 93 IC	RESURFACING	2006	PAVEMENT PRESERVATION	11,315	16,500	0	CNICE
1	09445	190	WALLACE TO IC# 68	RESURFACING	2007	PAVEMENT PRESERVATION	0	3,320	0	CNICE
2	08353	US 95	LAPWAI TO SPALDING	RESURFACING	2007	RESTORATION & EXPANSION	0	2,530	0	CNICE
4	09865	SH 75	BELLEVIEW TO HAILEY, BLAINE CO	RESURFACING	2007	PAVEMENT PRESERVATION	0	410	0	CNICE
5	08968	186	ROCKLAND IC TO IDAHO ST, AMERICAN FALLS	RESURFACING	2007	PAVEMENT PRESERVATION	0	865	0	CNICE
5	09878	SH 39	ABERDEEN TO STERLING RD, BINGHAM CO	RESURFACING	2007	PAVEMENT PRESERVATION	0	1,610	0	CNICE
2	08889	US 95	LAWYERS CR TO CRAIGMONT	RESURFACING	2008	RESTORATION & EXPANSION	0	1,875	0	CNICE
5	09888	SH 34	4800 N TO 7400 N, FRANKLIN CO	RESURFACING	2008	PAVEMENT PRESERVATION	0	773	0	CNICE
5	09889	SH 37	ROCKLAND SCL TO ALBERTS RD, POWER CO	RESURFACING	2008	PAVEMENT PRESERVATION	0	1,700	0	CNICE
4	06990	US 93	JIM BYRNE SLOUGH BR TO PAGARI, LINCOLN CO	RESURFACING	2009	PAVEMENT PRESERVATION	0	3,608	0	CNICE
6	08634	US 20	CHESTER TO TWIN GROVES, SB	RESURFACING	2009	PAVEMENT PRESERVATION	0	1,900	0	CN
2	08225	SH 8	TROY TO DEARY	RESURFACING	PREL	RESTORATION & EXPANSION	0	2,232	0	CNICE
4	09213	US 93	100 N RD TO NEWMAN'S CORNER, JEROME CO	RESURFACING	PREL	RESTORATION & EXPANSION	0	1,400	0	CNICE
2	09470	US 12	MP 81 TO GRAVES CR, PH 1	PAVEMENT MARKINGS	2007	SAFETY	0	1,000	0	CNICE
3	09419	OFFSYS	TRAFFIC SIGNAL UPGRADE, MERIDIAN	TRAFFIC OPERATIONS	2007	CMAQ	0	215	0	CN
1	09770	SH 97	CORRIDOR STUDY	STUDY	2007	SYSTEMS PLANNING	0	220	0	PC
6	07813	115	PLEASANT VALLEY SNOW FENCE	TRAFFIC OPERATIONS	2008	RESTORATION & EXPANSION	0	460	0	CNICE
1	01222	US 2	DOVER BR, BONNER CO	BRIDGE REPLACEMENT	PREL	RESTORATION & EXPANSION	0	4,178	0	CNICE
1	01509	US 95	SANDPOINT TO KOOTENAI CUTOFF	MAJOR WIDENING	PREL	RESTORATION & EXPANSION	0	12,000	0	CNICE
4	08107	184	JCT I 84/US 93 IC, STG 2	TRAFFIC OPERATIONS	PREL	CH-FEDERAL	0	13,087	0	CNICE
Sub-Total							11,315	69,883	0	

\* During the June 2006 board meeting the IT Board approved the addition of this project to the EOY Plan if additional funding is available.

Key: CN=Construction, CC=Consultant Engineering, CE=Const. Engineering, UT=Utilities, PE=Pre-Engineering, PC=Consultant Design, RW=Right of Way



**IDAHO TRANSPORTATION DEPARTMENT  
2007 PROPOSED LEGISLATION  
SEPTEMBER 20 - 21, 2006**

Exhibit	Description / Category	Contact	PAGE
<b>IMPROVING SAFETY</b>			
<b>PROGRAM EFFICIENCY</b>			
1	<b>VARIABLE LOAD SUSPENSION (VLS) AXLES</b> – This legislation will clarify when a Variable Load Suspension (VLS) axle must be self-steering and eliminate the requirement for pre-qualification of VLS axles which allows the group of axles (tandem and VLS) to be weighed as one group. The proposed law would allow a tandem axle/lift axle combination without requiring the lift axle to be self steering.	Alan Frew Motor Vehicles 334-8809	156
2	<b>PROHIBITING ISSUANCE OF RESTRICTED DRIVING PERMITS</b> – This legislation will prohibit the issuance of a restricted permit for Commercial Motor Vehicle (CMV) operation during a period of license suspension for driving without privileges. This legislation will bring Idaho into compliance with federal requirements for commercial drivers licensing.	Hal Putnam Motor Vehicles 334-4465	164
3	<b>PERSONS WHO SHALL BECOME LICENSED</b> – This legislation will amend Section 49-303, Idaho Code to delete from a list of persons "that shall not be licensed", a person who is a "habitual drunkard" or "addicted to the use of narcotic drugs". These terms are undefined in statute. If left unchanged, the statute creates a legal concern about Department liability for acts of such persons. The Department has no way to identify such persons.	Hal Putnam Motor Vehicles 334-4465	168
4	<b>ALLOW 97 FT SADDLE-MOUNT LENGTH ON NHS</b> – A change in Federal law (SAFETEA-LU in 2005) allows saddle-mount tractor/trailer combinations of up to 97 feet in overall length on the National Highway System only. Idaho Code needs to be revised to keep Idaho in compliance with federal law. The current limit of 75 feet would remain in effect on all other highways.	Alan Frew Motor Vehicles 334-8809	171
5	<b>VEHICLE TITLING – FEDERAL BANKRUPTCY CODE</b> – This proposal will bring Idaho Code into compliance with new (October, 2005) Federal bankruptcy law for the purpose of perfecting a security interest in a vehicle. It will amend transitional ownership document requirements to match Federal code by eliminating unnecessary steps in the filing of a title application which would not be recognized in a bankruptcy case.	Amy Smith Vehicle Services Mgr 334-8660	175
<b>INNOVATIVE FINANCE</b>			



GARVEY BOND SCENARIO 7 SUMMARY

October 1, 2006

Corridor Description	Vision	Projects Included	Projects Not Funded
G2: US 95 Garwood to Sagle, Kootenai & Bonner Co.	Complete Environmental Documentation and Obtain a Record of Decision for a preferred alternative.	COMPLETE PE AND ENVIRONMENTAL STUDY	RW for the segment from the Kootenai County Line to the Sagle area.
	Reconstruct and widen 33.5 miles of US 95 to four lane divided highway from Wyoming Avenue to Sagle with Type V Access Control.	RW ACQUISITION for the segment from Wyoming Avenue to Athol, and for the Sagle Area.	CHILCO AREA - 2 Interchanges
	Construct 13 Interchanges at designated locations.	WYOMING AV TO GARWOOD - Construct 2.0 miles of 4 lane divided highway + Lancaster IC	ATHOL AREA - 0.3 miles 4 lane + 3 Interchanges
		CHILCO AREA - Construct 6.7 mi 4 lane with at-grade intersections.	GRANITE AREA - RW + 6.4 miles 4 lane + 2 Interchanges
		ATHOL AREA - Construct 6 miles (of the 6.3 miles) of 4 lane divided highway with at-grade intersections.	COCOLALLA AREA - RW + 5.3 miles 4 lane + 1 Interchange
			WESTMOND AREA - RW + 2.3 miles 4 lane + 1 Interchange
			SAGLE AREA - 4.5 mi 4 lane + 3 Interchanges
	2006 ESTIMATED COST (X 1000)	ESCALATED COST (X 1000)	2006 COST (X 1000)
	\$681,866	\$243,181	\$499,189
G3: US 95 Worley N, Kootenai Co	Stage 1: Reconstruct 4.2 miles of US 95 north of Worley to four lane divided highway with access control and an interchange at SH 58. Estimated Cost (2006 Dollars) = \$55,000,000	Stage 1: Reconstruct 4.2 miles north of Worley to four lane divided highway + an interchange at SH 58	Stage 2: Reconstruct 1.3 miles of US 95 through Worley to 3 lane urban section
	Stage 2: Reconstruct 1.3 miles of US 95 through Worley to three lanes with turn lanes, curb & gutter, and sidewalks. Estimated Cost (2006 Dollars) = \$13,500,000		
	2006 ESTIMATED COST (X 1000)	ESCALATED COST (X 1000)	2006 COST (X 1000)
	\$68,500	\$60,872	\$13,500
G7: SH 16, JCT I-84 to Emmett	South Segment from I-84 to SH 44:		
	Conduct Preliminary Engineering and Environmental Study to identify alignment & access needs, and to define RW requirements	COMPLETE PE AND ENVIRONMENTAL STUDY	RW Acquisition
	Construct 6.7 miles of four lane divided highway with Type V access control	Determine RW Requirements	I-84 to SH 44 - 6.7 miles of four lane divided highway
	Construct System Interchange at I-84		System Interchange at I-84
	Construct 4 Access Interchanges at major arterial crossings assumed to be Franklin, Ustick, SH20/26, & SH 44		4 Access Interchanges at major arterial crossings
	Construct new bridge crossing at Boise River		New bridge crossing at Boise River
	North Segment from SH 44 to Emmett:		
	Reconstruct 14 miles SH 16 from SH 44 to SH 52 to four lane highway with at-grade intersections and access control and frontage roads	NONE	RW Acquisition
			SH 44 to SH 52 - 14 miles four lane highway with at-grade intersections
	2006 ESTIMATED COST (X 1000)	ESCALATED COST (X 1000)	2006 COST (X 1000)
	\$643,200	\$9,486	\$634,200
G8: I-84 Meridian to Caldwell	Conduct Preliminary Engineering and Environmental Study to identify improvements, and to define RW requirements	JCT SH 44 TO FIVE MILE RD - Complete PE & Environmental Study	MERIDIAN IC - Reconstruct Interchange
	Reconstruct I-84 to 8 lanes from Meridian Interchange to Garrity Interchange	EAGLE IC WB OFF RAMP - Widen WB Off Ramp	GARRITY IC - Reconstruct Interchange
	Reconstruct I-84 to 6 lanes from Garrity Interchange to US 20/26 Interchange	GARRITY IC TO MERIDIAN IC - Complete CAT EX + 6 miles reconstruct I-84 to 6 lanes	11TH AVENUE OVERPASS - Replacement
	Construct new interchange near Ten Mile Rd	Replace existing overpasses at Black Cat Road and Robinson Road	FRANKLIN BLVD BRIDGE (Nampa) - Reconstruct Bridge
	Reconstruct Meridian Road Interchange	TEN MILE RD IC - Complete EA + Acquire RW + Construct New Interchange in Meridian	FRANKLIN BLVD TO NAMPA BLVD - 1.0 mile reconstruct I-84 to 6 lanes
	Reconstruct Garrity Road Interchange	GARRITY IC - Widen I-84 bridges to 3 lanes EB & WB	NAMPA BLVD TO KARCHER - 1.4 mile reconstruct I-84 to 6 lanes
	Replace existing Overpasses at Black Cat Road, Robinson Road and 11th Avenue.	GARRITY IC TO FRANKLIN IC (Nampa) - 3 miles reconstruct I-84 to 6 lanes	KARCHER TO MIDDLETON - 1.0 mile reconstruct I-84 to 6 lanes
		GARRITY IC TO FRANKLIN IC (Nampa) - 3 miles reconstruct I-84 to 6 lanes	MIDDLETON TO USTICK - 1.0 mile reconstruct I-84 to 6 lanes
			USTICK TO HWY 20/26 - 1.6 mile reconstruct I-84 to 6 lanes
	2006 ESTIMATED COST (X 1000)	ESCALATED COST (X 1000)	2006 COST (X 1000)
	\$463,527	\$308,921	\$212,680



GARVEE BOND SCENARIO 7 SUMMARY

October 18, 2006

Corridor Description	Vision	Projects Included	Projects Not Funded
G9: I-84 Orchard IC to Isaacs IC	Reconstruct I-84 to 8 lanes + auxiliary lanes from Orchard Street IC to Broadway IC	COLE RD TO BROADWAY - 4.5 miles Sound Wall - WB Only	COLE TO BROADWAY - 3.5 miles Reconstruct existing 2 lanes EB & WB + Add 4th lane & auxiliary lane EB & WB
	Reconstruct I-84 to 6 lanes from Broadway IC to Gowen IC	COLE TO BROADWAY - 3.5 miles Crack & Seat + Overlay existing 2 lanes EB & WB + Add 3rd lane EB & WB	BROADWAY TO GOWEN - 2.5 miles Reconstruct existing 2 lanes EB & WB + Add 3rd lane EB & WB
	Reconstruct I-84 to 4 lanes from Gowen IC to Isaac's Canyon IC	BROADWAY TO GOWEN - 2.5 miles Crack & Seat + Overlay existing 2 lanes EB & WB	GOWEN IC TO ISAAC'S CANYON IC - 3 miles Reconstruct existing 2 lanes EB & WB
	Reconstruct existing Orchard, Vista, Broadway, and Gowen interchanges	GOWEN IC TO ISAAC'S CANYON IC - 3 miles Crack & Seat + Overlay existing 2 lanes EB & WB	BROADWAY AVE IC - Reconstruct Interchange
	Construct sound wall on north side of I-84 from the Orchard Street IC to the Broadway IC (WB only)	ORCHARD ST IC, BOISE - Reconstruct Interchange	GOWEN RD IC, BOISE - Reconstruct Interchange
		VISTA AVE IC, BOISE - Reconstruct Interchange	AIRPORT LOOP RAMP - Option no longer available



IDAHO TRANSPORTATION DEPARTMENT  
2007 PROPOSED LEGISLATION  
OCTOBER 17 - 18, 2006

Exhibit	Description / Category	Contact
<b>IMPROVING SAFETY</b>		
<b>PROGRAM EFFICIENCY</b>		
1	<b>PERMANENT REGISTRATION OPTION FOR TRAILERS –</b> This legislation would provide for a permanent license plate registration option for trailers for a one-time fee of \$105, administrative fee of \$4 and a \$3 plate fee. The permanent plate will replace the current 7-year plate program. The letters "PERM" will be imprinted on the plate instead of the validation sticker placeholder.	Alan Frew Motor Vehicles 334-8809
2	<b>TEMPORARY VEHICLE CLEARANCE FEE WAIVER –</b> The Department currently allows customers to utilize on-line internet services for motor carrier registration for a \$10 fee. Customers object to the fee since they are doing the data entry themselves and print the documents on their own equipment. This legislation would waive the \$10 registration fee when the document is obtained by an Idaho-based motor carrier via Internet access and is printed by the registrant.	Alan Frew Motor Vehicles 334-8809
3	<b>DRIVER EDUCATION PROGRAM PERMITS AND FEES –</b> The fee for driver education permits is currently \$30 for a public school permit and \$10 for a commercial school permit. This proposal would result in a single type of permit for either type of drivers education program with a fee set at \$26.50. Teen drivers would be issued a plastic digitized photo card during the supervised instruction permit period instead of the current paper card.	Lynn Rhodes Driver Services 334-8727
4	<b>REFUND OF VEHICLE REGISTRATION FEES –</b> This proposal will resolve a conflict in Idaho Code pertaining to the refund of registration fees for commercial, noncommercial and farm vehicles. Sections 49-431(2) and (3), Idaho Code, state that registration fees may not be refunded if the plates and registration are not transferred to another vehicle. Section 49-434(6), Idaho Code, states that when vehicle ownership changes, the unexpired portion of the registration fee may be refunded if the owner does not transfer the plate to another vehicle and the plate, sticker and registration documents are surrendered. The code will be amended to allow a refund as stated under Section 49-434(6).	Alan Frew Motor Vehicles 334-8809
<b>INNOVATIVE FINANCE</b>		



STATE OF IDAHO  
IDAHO TRANSPORTATION DEPARTMENT  
STATE HIGHWAY FUND  
CERTIFICATION OF RECEIPTS AND DISBURSEMENTS CASH BASIS  
JULY 1, 2005 - JUNE 30, 2006

EXHIBIT 332

Cash Balance - July 1, 2005			\$25,675,798
<u>Receipts</u>			
Transfer From Highway Distribution Account	178,942,147		
Miscellaneous Receipts	<u>40,803,339</u>		
Total State Receipts	219,745,486		
Federal Aid	263,030,578		
Transfers In	60,038		
City & County Contributions	<u>2,471,915</u>		
Total Receipts		485,308,017	
<u>Disbursements</u>			
Expenditures	489,397,849		
Transfers Out	<u>109,300</u>		
Total Disbursements		<u>489,507,149</u>	
Net Change in Cash Balance			<u>(4,199,132)</u>
Cash Balance - June 30, 2006			<u>\$21,476,666</u>

Prepared By:



David O Tolman, Controller  
Idaho Transportation Department

Certified:



Frank Bruneel  
Chairman, Idaho Transportation Board

Supplemental Information

Ending Cash Balance - June 30, 2006			\$21,476,666
Long Term Investment Account Balance - July 1, 2005	46,140,620		
Less: Partial Redemption - Long Term Investment Acct	(17,189,568)		
Interest Earned on Long Term Investment Account	<u>2,027,231</u>		
Long Term Investment Account Balance - June 30, 2006			30,978,283
Receivables			<u>9,476,166</u>
Total Cash, Investments & Receivables - June 30, 2006			\$61,931,115
Encumbrances & Obligations			
Outstanding Encumbrances		(11,861,061)	
ST Program Obligations	37,378,882		
State Match on Federal Program Obligations	4,208,532		
Rural Secondary Exchange/Material Source Prog	<u>843,800</u>		
Total State Funds for Highway Program Obligations		<u>(42,431,214)</u>	
Total Encumbrances & Obligations as of June 30, 2006			(54,292,275)
Liabilities			
Sales Tax Liability	147,764		
Deferred Revenue	5,079,999		
Deposits from Locals	65,520		
Contractor Retained %	<u>1,792,182</u>		
Total Liabilities			<u>(7,085,465)</u>
Net Resources Available - June 30, 2006			<u>\$553,375</u>



## OFFICIAL MINUTE

WHEREAS, construction of the Karcher Interchange in Nampa under Project IR-84-1(013)33 has made continuance of a portion of SH-55 no longer essential as a part of the State Highway System, all as shown in Exhibit "B" attached hereto; and

WHEREAS, the city of Nampa did agree to assume control, jurisdiction of and responsibility for, in full and every respect the former portion of SH-55, from the I-84 Interchange along Nampa Blvd. to 2<sup>nd</sup> Street, in the Road Closure and Maintenance Agreement dated January 2, 2003; and

WHEREAS, the new alignment of SH-55, from Milepost 16.180 to Milepost 16.672, is open to traffic as of December 12, 2006.

THEREFORE BE IT RESOLVED, that the former portion of SH-55 from Milepost 19.308 (I-84 IC) to Milepost 58.670 (2<sup>nd</sup> Street) along Nampa Blvd. as shown in Exhibit "B" attached hereto, be and hereby is removed from the State Highway System and relinquished to the city of Nampa effective this date.

## RECOMMEND:

M E Wozniak  
Transportation Planning and  
Programming Administrator

## APPROVED:

Steve C. Hultman  
State Highway Administrator

## APPROVED AS TO FORM:

J. K. [Signature]  
Legal Counsel

12-13-06  
Date

## IDAHO TRANSPORTATION BOARD

[Signature]  
Chairman

[Signature]  
Vice-chairman

[Signature]  
Member

John W. Smith  
Member

Neil Miller  
Member

[Signature]  
Member

[Signature]  
Member

2006 DEC 29 PM 1 23  
RECORDED  
CANYON COUNTY RECORDER  
RY  
REQUEST State of ID  
TYPE name FEE

2006102416



STATE OF IDAHO)

) SS

COUNTY OF ADA)

On this 13<sup>th</sup> day of December, 2006 before me the undersigned, a Notary Public in and for said State, personally appeared Frank Bruneel, John X. Combo, Bruce Sweeney, John McHugh, Monte C. McClure, Gary Blick, Neil Miller, known to me to be the Chairman, Vice Chairman, and Members, respectively, of the Idaho Transportation Board of the State of Idaho, which Idaho Transportation Board executed the within instrument, and acknowledged to me that the said Idaho Transportation Board of the State of Idaho executed the same for the State of Idaho.

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

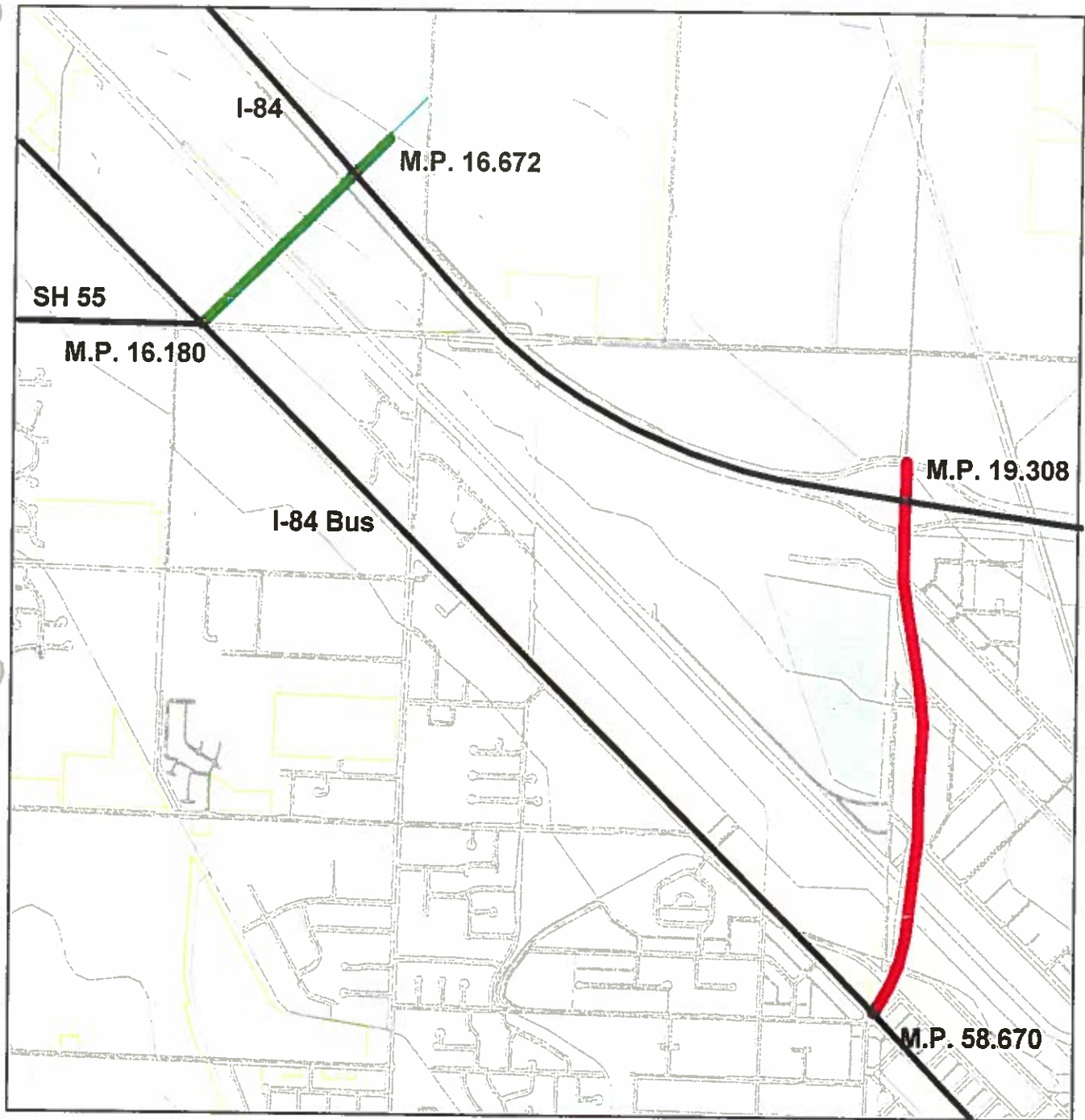


*Dee P Higgins*  
Notary Public for Idaho  
Residing in Boise, Idaho



**Commission Expires 8-28-09**



# KARCHER INTERCHANGE PROJECT



## EXHIBIT - B

-  TO BE ADDED TO SYSTEM
-  TO BE REMOVED FROM SYSTEM
-  INTERSTATE AND STATE ROUTES



OFFICIAL MINUTE

WHEREAS, construction of a portion of I-15B/US 26 in Bonneville County under Project IM-NH-15-3(106)113 has made continuance of a portion of I-15B/US 26 no longer essential as a part of the State Highway System, all as shown in Exhibit "A" attached hereto; and

WHEREAS, ITD has programmed Shelley-New Sweden Road to Riviera, Key No. 10011 for the purpose of improving the roadway to a condition acceptable to Bonneville County (\$701 CN, 30 PE); and

WHEREAS, Key No. 10011 is an approved FY-07 project in the STIP; and

WHEREAS, Bonneville County did agree to assume control, jurisdiction of and responsibility for, in full and every respect the former portion of I-15B/US 26, from Milepost 1.107 to Milepost 2.207, in the Road Closure and Maintenance Agreement dated December 18, 2003; and

WHEREAS, the new alignment of I-15B/US 26, from Milepost 0.153 to Milepost 1.804, is open to traffic as of November 9, 2006.

THEREFORE BE IT RESOLVED, that the former portion of I-15B/US 26 from Milepost 1.107 to Milepost 2.207 as shown in Exhibit "A" attached hereto, be and hereby is removed from the State Highway System and relinquished to Bonneville County effective this date.

RECOMMEND:

MS Moore MA.  
Transportation Planning and  
Programming Administrator

APPROVED:

Steve A. Hutchinson  
State Highway Administrator

APPROVED AS TO FORM:

Scott R Campbell  
Legal Counsel

12-13-06

Date

IDAHO TRANSPORTATION BOARD

Ken Bruner  
Chairman

John W. McLaughlin  
Vice-chairman

Monty Miller  
Member

Steve  
Member

Mike  
Member

Neil Miller  
Member

Member

INSTRUMENT NO	1249148
DATE	1-3-07
INST. CODE	798
IMAGED PGS	3
FEE	NIL
STATE OF IDAHO	
COUNTY OF BONNEVILLE	
I hereby certify that the within instrument was recorded.	
Ronald Longmore, County Recorder	
By	Jacobs
Request of	ID Transportation
	PO Box 7129
	Basis ID
	83209



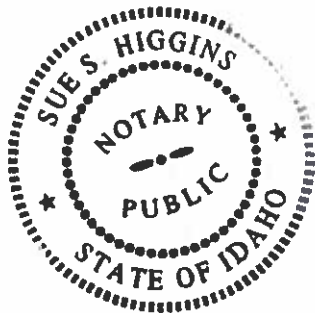
STATE OF IDAHO)

) SS

COUNTY OF ADA)

On this 13<sup>th</sup> day of December, 2006 before me the undersigned, a Notary Public in and for said State, personally appeared Frank Bruneel, John X. Combo, Bruce Sweeney, John McHugh, Monte C. McClure, Gary Blick, Neil Miller, known to me to be the Chairman, Vice Chairman, and Members, respectively, of the Idaho Transportation Board of the State of Idaho, which Idaho Transportation Board executed the within instrument, and acknowledged to me that the said Idaho Transportation Board of the State of Idaho executed the same for the State of Idaho.

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.



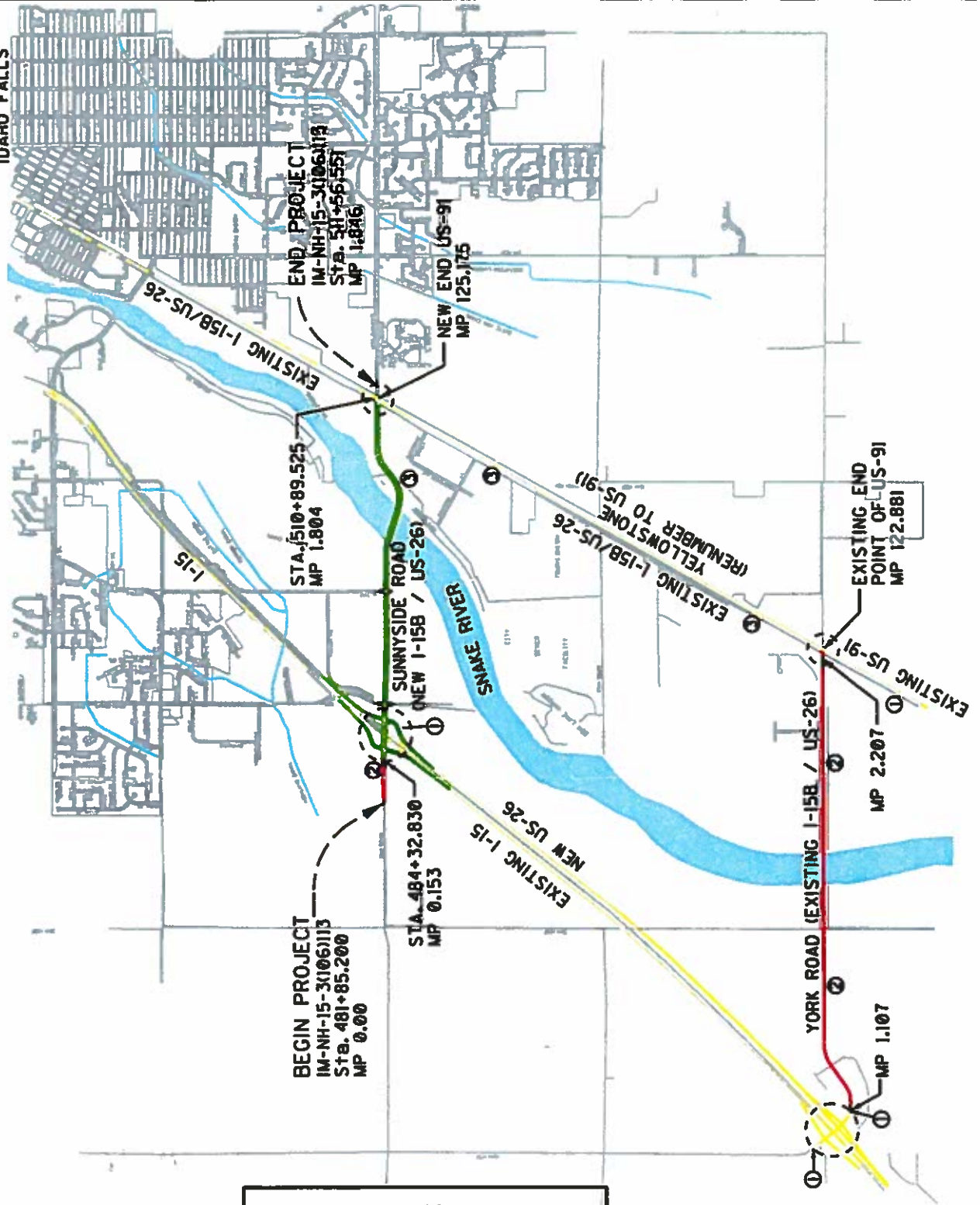
Dee D Higgins  
Notary Public for Idaho  
Residing in Boise, Idaho

**Commission Expires 8-28-09**



# EXHIBIT A

CITY OF  
IDAHO FALLS



## LEGEND

- ① OWNERSHIP AND MAINTENANCE BY STATE
- ② TO BE RELINQUISHED TO BONNEVILLE COUNTY
- ③ OWNERSHIP BY STATE AND JOINT MAINTENANCE BY STATE AND CITY OF IDAHO FALLS
- TO BE RELINQUISHED
- EXISTING STATE HIGHWAY SYSTEM
- NEW ALIGNMENT



## EXHIBIT A

**IDAHO TRANSPORTATION DEPARTMENT  
2007 PROPOSED LEGISLATION IDEAS  
PENDING ITD BOARD APPROVAL  
December 4, 2006**

Exhibit	Description / Category	Contact
<b>IMPROVING SAFETY</b>		
<b>PROGRAM EFFICIENCY</b>		
<b>INNOVATIVE FINANCE</b>		
1 (156)	<b>Base Fuel Price Tax</b> – This bill would impose a six percent (6%) tax on the base fuel price per gallon paid by the distributor on receipt of motor fuel in the state. The tax will be remitted monthly and deposited in the Highway Distribution Account.	Julie Pipal Budget, Policy and Intergovernmental Relations Mgr 334-8804
2 (157)	<b>Ethanol Exemption</b> - This bill would eliminate the ethanol exemption and reduce the revenue impact of alternative fuels tax exemption on transportation funding.	Julie Pipal Budget, Policy and Intergovernmental Relations Mgr 334-8804
3 (158)	<b>Vehicle Registration Fees</b> - This bill would raise the registration and permit fees seventy-five (75) percent for the owners of personal vehicles who live in Idaho or the owners of commercial vehicle who operate in Idaho. This bill would maintain a tiered system: personal vehicle owners would now pay, annually, \$84 to register a vehicle one (1) or two (2) years old; \$63 to register a vehicle three (3) to six (6) years old; and \$42 to register a vehicle seven (7) years old or older. In addition, special plate owners would pay an additional \$8. Commercial motor vehicle owners would continue to pay fees based on whether or not the vehicle operated all or only a portion of miles in Idaho.	Julie Pipal Budget, Policy and Intergovernmental Relations Mgr 334-8804
4 (159)	<b>Rental Car Tax</b> - This bill would impose a three percent (3%) fee on the daily lease or rental rate on all short-term leases and rentals of motor vehicles not exceeding thirty (30) days. The bill provides exemptions for vehicles registered for a gross weight of eight thousand and one (8,001) pounds or more; for moving vans; for rentals temporarily replacing personal vehicles that are being repaired.	Julie Pipal Budget, Policy and Intergovernmental Relations Mgr 334-8804
5 (160)	<b>ITD Service Fees &amp; Permits</b> – This bill would raise the fees for Division of Motor Vehicles services by seventy-five (75) percent. Fees for services include, but are not limited to, issuing driver's licenses; title transfers; furnishing copies of registration or ownership of motor vehicles or driver's license records; replacing registration stickers; and issuance on reassigned or replacement vehicle identification number. Funds from these fees will be deposited into the State Highway Account and will be used by the Idaho Transportation Department of fund operations of the department and restore a state-funded construction program that has been depleted due to hyper-inflation and diminished buying power.	Julie Pipal Budget, Policy and Intergovernmental Relations Mgr 334-8804



**EXHIBIT A**

Exhibit	Description / Category	Contact
6 61)	<b>Impact Fees</b> - This bill would require local units of government to enter into agreements with the Idaho Transportation Department to collect and expend development impact fees when it is determined that a proposed development has an impact on a facility under the jurisdiction of the Idaho Transportation Department.	Julie Pipal Budget, Policy and Intergovernmental Relations Mgr 334-8804