ITD-500 4-93

IDAHO TRANSPORTATION DEPARTMENT

Department Memorandum

DATE: FEBRUARY 8, 2016

TO: DISTRICT ENGINEERS 1-6, LOCAL TECHNICAL ASSISTANCE COUNCIL (LHTAC), METROPOLITAN PLANNING ORGANIZATIONS, PUBLIC TRANSPORTATION MANAGER, AND AERONAUTICS ADMINISTRATOR

FROM: JOHN KRAUSE, MANAGER OF TRANSPORTATION INVESTMENTS

RE: FY 2017 PROGRAM UPDATE PACKET FOR THE IDAHO TRANSPORTATION INVESTMENT PROGRAM (ITIP)

Here is the FY 2017 Program Update Packet for the Idaho Transportation Investment Program (ITIP). This guide provides the funding information and instructions necessary for the annual update. Recommended revisions for the Idaho Transportation Investment Program will be submitted for Idaho Transportation Board consideration at the June and September 2016 Board meetings.

Many of the Update procedures established in prior years continue in this Update. Pay close attention to the strategic goals of the Department and try to maximize these goals as you program current and new projects. Project requests are to consider comments obtained through ongoing public involvement.

The following dates are critical to accomplishing this update of the Idaho Transportation Investment Program:

1. Early Development and Strategic Initiatives projects should be entered into OTIS by March 1st.
2. ITIP submittals and Change Memos from the Districts are due April 1, 2016.
3. ITIP submittals for COMPASS programs with maps and ITD-2435 Local Project Requests are due by April 1st.
4. Aeronautics, Public Transportation, ADA Curb Ramp, TAP, and LHTAC submittals are due May 1st, 2016.
5. June Board Program Workshop on Draft STIP is scheduled for June 15th at District 3.
6. Revisions due to public comment and end-of-year processing due to the Office of Transportation Investments by August 24th.
7. Final Review of the Recommended Program by Management on August 31st.
8. September Board Approval of Recommended STIP.

Please contact Nathan Hesterman at 334-8263 (Nathan.Hesterman@itd.idaho.gov) if you have any questions about the information contained in the Update Packet.

FY 2017

UPDATE PACKET

FOR THE

IDAHO TRANSPORTATION INVESTMENT PROGRAM (ITIP)

Financial Planning & Analysis
Planning Services

Acknowledgements

Many people have devoted time, effort, and data toward completion of this document. We'd like to especially thank the following people for their contributions.

Mark Bathrick, (x78210), Public Transportation text
Kelly Campbell (x78105), HAL performance measure text and data

Pat Carr (x74426), Idaho Port of Entry WIM/AVI text
David Coladner (x78233), Pavement data and analysis

Scott Ellsworth, (344-0565), LHTAC program texts
Matt Farrar (x87538), Bridge program text and targets

Sonna Lynn Fernandez (x78209), format and solicitation of program description texts
Jeanette Finch (x74419), ITIP Calendar, proofing, distribution

Patty Fish (x78847), Bridge data
Glenda Fuller (x78217), Early Development, Strategic Initiatives, and HSIP texts

Brent Hendry (x78261), Appendices and IPA update
Nathan Hesterman (x78263), Target text and general editing

Jared Holyoak (x78168), Transportation Alternatives and ADA Curb Ramp texts
Laila Kral (344-0565) Local HSIP text

John Krause (x78292), General oversight and editing
Caleb Lakey (x78841), Asset model targets, pavement text and direction

Maranda Obray (x78483), Metropolitan Planning text
Ned Parrish (x78296), State Planning & Research text

Tom Points (x78253), General guidance
Randy Rowell (x78206), Linear referencing data

Brian Shea (x78828), Congestion Mitigation/Air Quality text
Bill Statham (x78784), Aeronautics program text and direction

Toni Tisdale (475-2238), Transportation Management Area texts
Barbara Waite, Rail-Highway Crossing texts and data

Colleen Wonacott (x78265), Highway Funding Plan and financial text

Table of Contents

Page

General Direction 4

SECTION I - Procedural

Program Update Highlights 8

Important Dates for the FY 2016 Program Update 8

SECTION II - Funding

Estimates of Highway Funding 9

District Funding Targets 20

Accelerated Delivery Process 23

SECTION III – Program Update Process

Summary of the Program Update Process 28

Program Update Procedures 30

ITIP Amendment Process 32

End of Year Process 38

SECTION IV - Program Descriptions

State Highway System Core

Pavement Preservation (Commerce) Program 40

Pavement Preservation (Non-commerce) Program 43

Pavement Restoration Program 46

Bridge Preservation Program 51

Bridge Restoration Program 52

Freight Program 48

Strategic Initiatives Program 54

State Highway System Other

Early Development Program 62

System Support Program 64

ADA Curb Ramp Program. 66

State Board Unallocated Program. 73

Safety Programs

Local Highway Safety Improvement Program 67

Federal Rail Crossing Program 69

State Railroad Crossing Program 71

Planning Programs

Systems Planning Program 74

Metropolitan Planning Program 78

State Planning & Research (SPR) 80

Statewide Competitive Programs

Transportation Alternatives Program 82

Congestion Mitigation & Air Quality Improvement Program 86

Local Highway System Programs

STP-Local Urban Program 87
STP-Transportation Management Area Program 89
Transportation Alternatives Program – TMA 91
STP-Local Rural Program 95
Bridge-Local Program 97
Bridge-Off System Program 99

Non-Formula Highway Programs

Emergency Relief Program 101
Federal Lands Access Program 102
Port of Entry WIM/AVI Program 104

Other Transportation Programs

ST Projects 105
Public Transportation Program 106
Aeronautics Program 108

Appendices

Appendix A: Type of Work Classifications
Appendix B: Strategic Need Summary
Appendix C: Highway Safety Deficiencies
Appendix D: Pavement Deficiencies
Appendix E: Intelligent Transportation Systems
Appendix F: Policies and Other Guidance
Appendix G: Transportation Funding Categories
Appendix H: Public Involvement
Appendix I: ITIP Planning Calendar

Revision: 2016 - Version 1.0

General Direction

Lessons Learned

Near the end of FY 2015, OTI, Planning Services, and Subject Matter Experts (SMEs) met with our customers to identify improvements that could be made to the document and processes. Here are some of the issues discussed in that meeting:

ISSUE	ACTION
Users lost data during data entry into OTIS.	18 improvements and bug fixes to OTIS Program Update were identified by OTI and implemented by ETS to reduce suspected areas where data was lost.
Program Update Packet is needed earlier.	Draft funding targets and program descriptions were sent two months earlier than last year.
District Tours are helpful and are needed earlier.	District Tours occurred in January 2016.
Public involvement training was useful.	Planning Services is developing online Public involvement training and providing just-in-time assistance as needed.
Public descriptions needed and useful.	Project developers need to ensure that current public descriptions are correct as scopes change and that future projects have statements.
MPO and District synchronization is necessary.	Districts and MPOs encouraged during District Tours to communicate early and often during the Program Update cycle.
OTIS has technology issues.	OTI is working to address issues with OTIS including printing capabilities and the need for special report generation.
Program scenario availability desired earlier.	OTIS Training and the availability of draft program scenarios provided one month earlier than last year.

Important things to remember

While there are many important things to remember as we work as a team to update our investment plan, there are some critical elements that must be achieved:

1. With our current funding streams, our asset management models are predicting a decline in state highway bridge and pavement conditions to below ITD's goals of 82% good and fair pavements and 80% good bridges.

2. Asset management and other planning tools must be employed to provide support and documentation of data-assisted decisions and make the best use of our limited funds. As of FY 19, the funding splits between bridges and paving and within the subcategories of restoration and preservation are determined from deficiency data in each individual District.

3. The primary function of the Restoration Program is pavement investments. Non-paving improvements such as guardrail upgrades, retaining walls, culvert replacements, sign structure upgrades, traffic signals, ITS, RWIS, sidewalks, landslide repairs, and rockfall mitigation can be funded from this program. However, funds diverted away from the paving work will reduce the effectiveness of managing the Districts pavement condition dials.

   As a stop-gap measure until enough funds are obtained to maintain our system, pavement work will be focused on commerce routes (>300 CAADT). Routes with less than 300 CAADT are termed non-commerce routes. $18 million is taken off the top of pavement funding for preservation work on non-commerce routes. Other pavement funds will be spent on commerce route preservation and restoration.

   Project Scheduling System (PSS) is the tool to document completion (PS&E submittal) of infrastructure projects. External project delivery dashboards reflect PS&E submittal by October 1st of the scheduled contract year. But, projects are expected to be delivered by the following dates:
   - FY 2018, October 1, 2016
   - FY 2019, October 1, 2017
   - FY 2020, October 2, 2018
   - FY 2021, October 1, 2019

4. All projects are to have Preliminary Engineering (PE/PC) funds obligated by July 1 of the current fiscal year. After July 1 the funds will be swept to fund construction projects.

5. The safety program has been included in the Strategic Initiative Program. Strategic Initiative projects start with District nominations into the Early Development program.

6. The Transportation System office will run the nominations through a series of data analysis models for safety, mobility and economics. The projects with the highest return on investment will be funded for construction.

7. From FY 2016 forward, the Districts are encouraged to fund maintenance projects such as brooming, pavement marking, and minor sign upgrades with their operations budgets. The Districts should submit a written plan detailing their plan to use the increased operations funds to the Chief Operations Officer by March 1, 2016.

8. Projects in all programs should consider whether improvements can be provided to aid the efficient movement of freight.

9. OTIS is the tool for Districts, MPOs, and LHTAC to enter proposed projects into the program. Training for the users was scheduled for mid-January. The deadline for submittal into OTIS is March 1, 2016 for Early Development projects, April 1, 2016 for the Districts and May 2, 2016 for the remainder of the Program Update participants.

SECTION I – Procedural

Listings of transportation funding programs and projects are used by many stakeholders for a wide variety of purposes. Examples of uses include:

- To keep stakeholders abreast of work being planned/accomplished in their area;
- For approval of activities by the public and various federal, state, and local agencies;
- As a work plan for project development activities;
- For management of resources and assets;
- As a baseline for performance measures relating to on-time and on-budget delivery;
- For financial planning, analysis, and budgeting; and
- For forecasting the future condition of the transportation system.

The two most widely available and general purpose publications are the Statewide Transportation Improvement Program (STIP) Federal Approval Format document and the Idaho Transportation Investment Program (ITIP). Both of these publications are derived from the same dataset, update, review, and approval processes.

Statewide Transportation Improvement Program

The STIP or Statewide Transportation Improvement Program is the state transportation planning document called out in USC 23 Part 450. The ITIP Federal Approval Format publication meets these needs. Federal regulations may somewhat restrict the format and content of this publication for other than regulatory purposes. By federal requirement, costs are expressed in year-of-expenditure dollars for consistency nationwide and purported ease of use by the public. Projects are sorted by Key Number within each District. The STIP Federal Approval Format document is published once at the beginning of the year with major changes occurring in accompanying amendments. Projects in metropolitan areas are referenced via web link to the Metropolitan Planning Organization Transportation Improvement Program (TIP).

A major focus currently is preservation of our existing pavement and bridge assets. To help highlight major projects, Idaho groups the many small surfacing and repair projects that expect to receive an environmental categorical exclusion and are not regionally significant rather than listing them individually. The volume of the STIP is reduced by over half so that major projects can more easily be identified and found. An added benefit is that grouped projects are approved at an FHWA control amount (for example $70.952 million of pavement preservation/restoration work in FY14) so such work may proceed on October 1st up to the pre-approved amount in the previous STIP.

Idaho Transportation Investment Program

The Idaho Transportation Investment Program or ITIP publication has attempted to meet all of the uses described above. It is composed of subprograms which link the asset management teams, their budgets, their performance goals, and the tangible results of the Strategic Plan with the budgeting process and fund source eligibility requirements. The total of project costs reconciles to available capital funding by subprogram, year, and fund source. Projects are listed individually and most programs (depending on its underlying policy) are listed in present dollars. Various sorts based upon geography, program, and fund source are available.

The ITIP lists projects that are included in the Transportation Improvement Programs (TIP's) for each of Idaho's five Metropolitan Planning Organizations. As mentioned previously, this differs from the convention followed in the State Transportation Improvement Program, which is to include the TIP projects only by reference.

Program Update Highlights

1. The public description field in OTIS is printed for presentation to the Board, collecting comments during public involvement, for STIP approval, and for Legislative Outreach. This description should mean the same thing as the PSS scope within the charter but should be written in layman's terms.

2. The Strategic Initiatives Program no longer distributes $1 million guaranteed per District. All funds are now statewide competitive through the feeder program called Early Development (ED). Rail-highway crossing projects will be modeled for ROI estimation starting this cycle. FY17 Surplus Eliminator funds are estimated at $20 million for planning purposes.

3. A draft Early Development policy is in the works which will increase unfunded construction per District to $25 million. The bridge section will be handled as if it were its own District. Projects placed into Early Development are expected to be constructed so Director approval is required to remove a project. The maximum amount for development annually per District remains at $300,000. The maximum available per project annually, however, is $150,000.

4. Highway Safety Improvement Program (HSIP) funds are shared 50% with LHTAC in FY20 and FY21.

5. Estimated FAST Act funds are based upon tables from the conference report.

Important Dates for the FY 2017 Program Update and Planning Calendar

Date	Activity
October 1, 2015	**New Fiscal Year Begins**
October 1	New grouped projects within FY16 ITIP can be obligated as authority becomes available
October 15	Amendment to FY16 STIP for new projects; ITIP published
October 30	5-Year Plan published to Legislature
November 15	STIP submittal to FHWA & FTA and ITIP web page updated
December	STIP approval by FHWA & FTA
January 2016	District Program Update Tours
March 1	Due date for Early Development projects into OTIS
March 16	Board review of program targets
April 1	OTIS submittals and Change Memos due from the Districts
May 1	Aeronautics, Public Transportation, ADA Curb Ramp, TAP, and LHTAC submittals due
May 26	Executive review of Draft Program prior to June Board Workshop
June 17	Board June Workshop and review of Draft Program prior to public involvement
July 1	**State Fiscal Year Begins**
July 1	FFY16 unobligated PE and RW swept for reprogramming in the End-of-Year Plan
July 1 – 31	Public involvement period
August 24	Final input due from Districts for changes based upon public involvement and FY16 end-of-year reprogramming
August 31	Executive management review of Recommended Program
September 1	Deadline for FY16 obligations and final vouchers
September 21 – 22	Board review and approval of Recommended Program

SECTION II – Funding

Transportation Funding Categories

For more information about Federal-aid funds, please see the FHWA's *Guide to Federal-Aid Programs and Projects:* http://www.fhwa.dot.gov/federalaid/projects.cfm?progProj=curr

Estimates of Highway Funding for FY2017-2021

The Highway Funding Plan establishes fund source levels from apportionments provided in the Fixing America's Surface Transportation (FAST) transportation act and from Budget Council forecasts of State funding levels. Because actual funding levels are often not known until after the beginning of each fiscal year, assumptions are made regarding future funding to allow uninterrupted development of projects. The following is a list of assumptions and guidelines used to develop the highway funding levels shown in the Highway Funding Plan.

1. Program structure is based on FAST conference report FY 2017 – 2020 apportionments.

2. Obligation authority is equal to 100% of estimated apportionments. A long term average level permits only about 95% of programmed projects to be obligated in a given year. Under MAP-21, obligation authority averaged about 99% of apportionments after receipt of "Redistribution of Obligation Authority Not Used by Other States."

3. The FY 2017 – 2021 Highway Funding Plan does not include any estimates of year-end redistribution of obligation authority not used by other states.

4. A reservation of $25 million of federal funding is transferred in total from each state highway fund source for obligation of Federal Indirect Cost Recovery (FICR) by project.

5. The Highway Funding Plan does not include estimates of receipt of discretionary funds.

6. Congestion Mitigation and Air Quality (CMAQ) Program funding levels are set at those reserved for non-attainment areas.

7. STP-Local Urban and STP-Local Rural Program funding levels are established in Board Policies 4028 and 4028S.

8. The Local Highway Investment Program as established in Board Policy 4030 will continue at a level of $2.8 million in state funds; reducing STP-Local Rural funds by $4.6 million in federal apportionments.

9. The Federal Highway Administration (FHWA) Federal-Aid in the STP-Transportation Management Area (TMA) will be allocated entirely out of the STP-Local Urban share per Board Policies 4028 and 4028S.

10. It is assumed that the Local Technical Assistance Program (LTAP) will be funded at its increased rate of $320,000 annually including match based upon the Local Highway Technical Assistance Council

(LHTAC), STP-Urban Committee, and the Department's agreement to provide additional match to higher apportionment levels.

11. It is assumed that Metropolitan Planning and State Planning and Research funding will be fully utilized each year with no reduction due to statewide obligation authority limits.

12. Forecasted federal funding in FY 2021 is flat-lined at FAST FY 2020 conference report levels.

13. State funding levels in FY 2017 reflect the Governor's Recommendation currently being reviewed by the Idaho Legislature. State funding levels in FY 2018 and out reflect the Budget Office's most recent long-term forecasts.

14. Cigarette Tax receipts reflect reduced forecasts and end in FY 2019.

15. Actual match (~25%) used in FY 2017 targets for the Transportation Alternatives program rather than the 7.34% minimum required.

16. Under the FAST Act the Surface Transportation Program (STP) is called the Surface Transportation Block Grant.

DRAFT HIGHWAY PROGRAM FUNDING PLAN

FY2017-2021

($ in millions)

BASE PROGRAM FEDERAL FUNDING	Notes	FY 2017 FEDERAL-AID Apport.	Transfer	Apport. w/CO	Total OA Available	FICR Transfer	Net OA Available	FA Match Ratio	Total w/Match	Total Match	Adjusted w/Match*
National Freight Program		8.0		8.0	8.0	(0.8)	7.2	0.9266	7.8	0.6	7,756,302.85
National Highway Performace (NHPP)		160.8		169.7	160.8	(16.1)	144.7	0.9227	156.8	12.1	156,816,549.69
STP - State	1,2,3,4,5	35.0	14.8	69.4	49.9	(5.0)	44.9	0.9266	48.4	3.6	48,412,669.35
Flexible/Restoration/Misc		0.8		1.0	0.8	(0.1)	0.7	0.9266	0.8	0.1	806,593.50
State System O.A.		*204.7*	*14.8*	248.1	*219.5*	*(22.0)*	*197.5*		*213.8*	*16.3*	*213,792,115.40*
STP - Local Urban	1, 2	17.6	(9.4)	8.2	8.2		8.2	0.9266	8.8	0.6	8,809,108.78
STP - Transportation Mgt Area	1, 2	8.9		10.7	8.9		8.9	0.9266	9.6	0.7	9,589,812.22
STP Rural	1, 3	13.4	(0.8)	24.1	12.5		12.5	0.9266	13.5	1.0	13,498,704.04
Bridge Local 20%	4	N/A	5.0	5.0	5.0		5.0	0.9266	5.4	0.4	5,446,923.16
Bridge Off System 15%		2.8		2.8	2.8		2.8	0.9266	3.1	0.2	3,066,568.10
Transportation Alternatives (TAP)		1.9		*5.4*	1.9		1.9	0.8266	2.4	0.4	*2,350,187.52*
TAP - Local Urban		0.9		1.0	0.9		0.9	0.8266	1.0	0.2	1,038,077.67
TAP - Rural		0.7		1.1	0.7		0.7	0.8266	0.8	0.1	787,782.48
TAP - TMA		0.4		0.4	0.4		0.4	0.9266	0.5	0.0	467,740.13
Rail-Highway Crossings		1.8		11.1	1.8		1.8	1.0000	1.8	-	1,847,997.00
Local System O.A.		*48.4*	*(5.2)*	*69.8*	*43.2*		*43.2*		*46.9*	*3.7*	*46,902,901.08*
Highway Safety Improvement Program		16.5		39.0	16.5	(1.7)	14.8	0.9266	16.0	1.2	15,981,966.96
Safe Routes to School		-		1.8	-	-	-			-	0.00
STP Enhancement		-		4.2	-	-	-			-	0.00
CMAQ	5	12.8	(9.6)	18.9	3.2	(0.3)	2.9	0.9266	3.1	0.2	3,103,786.74
Border Infrastructure		-		-	-	-	-			-	0.00
Statewide O.A.		*29.2*	*(9.6)*	*63.8*	*19.7*	*(2.0)*	*17.7*		*19.1*	*1.4*	*19,085,753.70*
Metro Planning		1.6		1.6	1.6		1.6	0.9266	1.8	0.1	1,775,338.87
SPR		5.6		7.4	5.6	(0.6)	5.0	0.8000	6.3	1.3	6,276,278.42
Full Utilization O.A.100%		*7.2*	-	*9.0*	*7.2*	*(0.6)*	*6.7*		*8.1*	1.4	8,051,617.29
Recreational Trails		1.7		2.1	1.7		1.7	0.9266	1.8	0.1	1,846,060.87
Formula Funding Total		*291.3*	-	*392.9*	*291.3*	*(24.6)*	*266.7*		*289.7*	*23.0*	*289,678,448.34*
Obligation Authority		*291.3*		*291.3*	*291.3*	*(24.6)*	*266.7*				
Withheld Obligation		-		*101.6*							
NHPP Exempt		4.5		4.5	4.5	(0.4)	4.0	0.9227	4.4	0.3	4,374,014.67
Obligation Authority Programs		*295.8*	-	*397.4*	*295.8*	*(25.0)*	*270.8*		294.1	23.3	*294,052,463.01*
											0.00
NON-CONTROLLED FEDERAL FUNDING											
Emergency Relief		-		-	-		-	1.0000		-	0.00
LTAP - T2		0.2		-	0.2		0.2	0.5000	0.3	0.2	300,000.00
Forest Hwys/FLAP (State match only)	6	0.2		-	0.2		0.2	0.9266	0.2	0.2	182,179.00
Section 115/117/S129		-		-	-		-	1.0000	-	-	0.00
Other Federal Non-Formula	7	0.6		-	0.6		0.6	0.9500	0.6	0.0	636,842.11
Non-Controlled Fed. Funding Total		*0.9*	-	-	*0.9*		*0.9*		*1.1*	*0.4*	*1,119,021.11*
Federal Funding Grand Total		*296.7*	-	*397.4*	*296.7*	*(25.0)*			*295.2*	*23.7*	*295,171,484.11*
CONNECTING IDAHO GARVEE											
STATE FUNDING							-				
State Projects*		30.3		30.3	30.3		30.3		30.3	-	30,276,400.00
State Cig. Tax Revenue		4.1		4.1	4.1		4.1		4.1	-	4,100,000.00
State Const. 2 (new revenue 2015)		58.0		58.0	58.0		58.0		58.0	-	58,007,000.00
State Strategic Initiatives		20.0		20.0	20.0		20.0		20.0	-	20,000,000.00
Federal Indirect Cost Recovery*	8			-	-	25.0	25.0		25.0	-	24,999,999.61
Local Partnerships		0.4		0.4	0.4		0.4		0.4	-	374,000.00
State Carryover		-		-	-		-		-	-	0.00
Rail-Highway Safety Program*		0.3		0.3	0.3		0.3		0.3	-	250,000.00
State Unallocated		5.0		5.0	5.0		5.0		5.0	-	5,000,000.00
State Funding Total		*118.0*	-	*118.0*	*118.0*	*25.0*	*143.0*		*143.0*	-	*143,007,399.61*
Total Funding		*414.7*	-	*515.4*	*415*	-			*438.2*	*23.7*	*438,178,883.73*
											0.00

DRAFT HIGHWAY PROGRAM FUNDING PLAN

FY2017-2021

($ in millions)

		FY 2018 FEDERAL-AID									
BASE PROGRAM				Apport.	Total OA	FICR	Net OA	FA Match	Total	Total	Adjusted
FEDERAL FUNDING	**Notes**	Apport.	Transfer	w/CO	Available	Transfer	Available	Ratio	w/Match	Match	w/Match*
National Freight Program		8.7		8.7	8.7	(0.9)	7.9	0.9266	8.5	0.6	8,481,726.21
National Highway Performace (NHPP)		163.9		172.8	163.9	(16.1)	147.8	0.9227	160.2	12.4	160,181,771.26
STP - State	1,2,3,4,5	34.9	16.1	70.6	51.0	(5.0)	46.0	0.9266	49.6	3.6	49,616,958.05
Flexible/Restoration/Misc		0.8		1.0	0.8	(0.1)	0.8	0.9266	0.8	0.1	823,903.26
State System O.A.		*208.3*	*16.1*	253.0	*224.4*	*(22.0)*	*202.4*		*219.1*	*16.7*	*219,104,358.77*
STP - Local Urban	1, 2	18.4	(10.3)	8.1	8.1		8.1	0.9266	8.8	0.6	8,767,842.48
STP - Transportation Mgt Area	1, 2	9.3		11.1	9.3		9.3	0.9266	10.0	0.7	10,034,885.60
STP Rural	1, 3	14.0	(1.1)	24.5	12.9		12.9	0.9266	13.9	1.0	13,902,511.13
Bridge Local 20%	4	N/A	5.0	5.0	5.0		5.0	0.9266	5.4	0.4	5,446,923.16
Bridge Off System 15%		2.8		2.8	2.8		2.8	0.9266	3.1	0.2	3,052,168.14
Transportation Alternatives (TAP)		2.0		*5.4*	2.0		2.0	0.9266	2.2	0.2	*2,150,795.38*
TAP - Local Urban		0.9		1.0	0.9		0.9	0.9266	1.0	0.1	950,006.48
TAP - Rural		0.7		1.1	0.7		0.7	0.9266	0.7	0.1	720,946.47
TAP - TMA		0.4		0.4	0.4		0.4	0.9266	0.5	0.0	479,842.43
Rail-Highway Crossings		1.9		11.1	1.9		1.9	1.0000	1.9	-	1,888,171.00
Local System O.A.		*50.4*	*(6.3)*	*70.7*	*44.1*		*44.1*		*47.4*	*3.3*	*47,394,092.27*
Highway Safety Improvement Program		16.8		39.3	16.8	(1.6)	15.1	0.9266	16.3	1.2	16,320,602.84
Safe Routes to School		-		1.8	-	-	-				0.00
STP Enhancement		-		4.2	-	-	-				0.00
CMAQ	5	13.0	(9.8)	18.9	3.3	(0.3)	2.9	0.9266	3.2	0.2	3,170,392.50
Border Infrastructure		-		-	-	-	-				0.00
Statewide O.A.		*29.8*	*(9.8)*	*64.2*	*20.0*	*(2.0)*	*18.1*		*19.5*	*1.4*	*19,490,995.34*
Metro Planning		1.7		1.7	1.7		1.7	0.9266	1.8	0.1	1,812,638.68
SPR		5.7		7.5	5.7	(0.6)	5.1	0.8000	6.4	1.3	6,415,300.72
Full Utilization O.A.100%		*7.4*	-	*9.2*	*7.4*	*(0.6)*	*6.8*		*8.2*	1.4	8,227,939.40
Recreational Trails		1.7		2.1	1.7		1.7	0.9266	1.8	0.1	1,846,060.87
Formula Funding Total		*297.6*	-	*399.2*	*297.6*	*(24.6)*	*273.0*		*296.1*	*23.0*	*296,063,446.65*
Obligation Authority		*297.6*		*297.6*	*297.6*	*(24.6)*	*273.0*				
Withheld Obligation		-		*101.6*							
NHPP Exempt		4.6		4.6	4.6	(0.4)	4.1	0.9227	4.5	0.3	4,467,880.07
Obligation Authority Programs		*302.2*	-	*403.8*	*302.2*	*(25.0)*	*277.2*		300.5	23.4	*300,531,326.72*
											0.00
NON-CONTROLLED FEDERAL FUNDING											
Emergency Relief		-		-	-		-	1.0000		-	0.00
LTAP - T2		0.2		-	0.2		0.2	0.5000	0.3	0.2	300,000.00
Forest Hwys/FLAP (State match only)	6	0.0		-	0.0		0.0	0.9266	0.0	0.0	35,672.00
Section 115/117/S129		-		-	-		-	1.0000	-	-	0.00
Other Federal Non-Formula	7	0.6		-	0.6		0.6	0.9500	0.6	0.0	636,842.11
Non-Controlled Fed. Funding Total		*0.8*	-	-	*0.8*		*0.8*		*1.0*	*0.2*	*972,514.11*
Federal Funding Grand Total		*302.9*	-	*403.8*	*302.9*	*(25.0)*			*301.5*	*23.6*	*301,503,840.82*
CONNECTING IDAHO GARVEE											
STATE FUNDING							-				
State Projects*		3.2		3.2	3.2		3.2		3.2	-	3,164,000.00
State Cig. Tax Revenue		2.8		2.8	2.8		2.8		2.8	-	2,800,000.00
State Const. 2 (new revenue 2015)		58.7		58.7	58.7		58.7		58.7	-	58,672,500.00
State Strategic Initiatives		-		-	-		-		-	-	0.00
Federal Indirect Cost Recovery*	8			-	-	25.0	25.0		25.0	-	24,999,999.62
Local Partnerships		0.4		0.4	0.4		0.4		0.4	-	374,000.00
State Carryover		-		-	-		-		-	-	0.00
Rail-Highway Safety Program*		0.3		0.3	0.3		0.3		0.3	-	250,000.00
State Unallocated		5.0		5.0	5.0		5.0		5.0	-	5,000,000.00
State Funding Total		*70.3*	-	*70.3*	*70.3*	*25.0*	*95.3*		*95.3*	-	*95,260,499.62*
Total Funding		*373.2*	-	*474.1*	*373*	-			*396.8*	*23.6*	*396,764,340.45*
											0.00

DRAFT HIGHWAY PROGRAM FUNDING PLAN

FY2017-2021

($ in millions)

		FY 2019 FEDERAL-AID									
BASE PROGRAM				Apport.	Total OA	FICR	Net OA	FA Match	Total	Total	Adjusted
FEDERAL FUNDING	**Notes**	Apport.	Transfer	w/CO	Available	Transfer	Available	Ratio	w/Match	Match	w/Match*
National Freight Program		9.8		9.8	9.8	(0.9)	8.9	0.9266	9.6	0.7	9,565,651.51
National Highway Performace (NHPP)		167.3		176.2	167.3	(16.0)	151.2	0.9227	163.9	12.7	163,882,371.35
STP - State	1,2,3,4,5	34.6	17.3	71.5	51.9	(5.0)	46.9	0.9266	50.6	3.7	50,623,110.07
Flexible/Restoration/Misc		0.9		1.0	0.9	(0.1)	0.8	0.9266	0.8	0.1	842,937.43
State System O.A.		*212.5*	*17.3*	258.4	*229.8*	*(22.0)*	*207.8*		*224.9*	*17.1*	*224,914,070.36*
STP - Local Urban	1, 2	19.2	(11.1)	8.1	8.1		8.1	0.9266	8.8	0.6	8,772,110.93
STP - Transportation Mgt Area	1, 2	9.7		11.5	9.7		9.7	0.9266	10.5	0.8	10,470,433.84
STP Rural	1, 3	14.6	(1.3)	24.9	13.3		13.3	0.9266	14.3	1.1	14,342,327.82
Bridge Local 20%	4	N/A	5.0	5.0	5.0		5.0	0.9266	5.4	0.4	5,446,923.16
Bridge Off System 15%		2.8		2.8	2.8		2.8	0.9266	3.0	0.2	3,028,723.29
Transportation Alternatives (TAP)		2.0		*5.4*	2.0		2.0	0.9266	2.2	0.2	*2,150,795.38*
TAP - Local Urban		0.9		1.0	0.9		0.9	0.9266	1.0	0.1	950,006.48
TAP - Rural		0.7		1.1	0.7		0.7	0.9266	0.7	0.1	720,946.47
TAP - TMA		0.4		0.4	0.4		0.4	0.9266	0.5	0.0	479,842.43
Rail-Highway Crossings		1.9		11.2	1.9		1.9	1.0000	1.9	-	1,928,345.00
Local System O.A.		*52.2*	*(7.3)*	*71.5*	*44.9*		*44.9*		*48.3*	*3.4*	*48,290,454.81*
Highway Safety Improvement Program		17.1		39.6	17.1	(1.6)	15.4	0.9266	16.7	1.2	16,655,749.15
Safe Routes to School		-		1.8	-	-	-				0.00
STP Enhancement		-		4.2	-	-	-				0.00
CMAQ	5	13.3	(10.0)	19.0	3.3	(0.3)	3.0	0.9266	3.2	0.2	3,236,450.52
Border Infrastructure		-		-	-	-	-				0.00
Statewide O.A.		*30.3*	*(10.0)*	*64.5*	*20.4*	*(2.0)*	*18.4*		*19.9*	*1.5*	*19,892,199.68*
Metro Planning		1.7		1.7	1.7		1.7	0.9266	1.9	0.1	1,851,557.31
SPR		5.8		7.6	5.8	(0.6)	5.2	0.8000	6.6	1.3	6,559,224.68
Full Utilization O.A.100%		*7.5*	-	*9.3*	*7.5*	*(0.6)*	*7.0*		*8.4*	1.4	8,410,781.99
Recreational Trails		1.7		2.1	1.7		1.7	0.9266	1.8	0.1	1,846,060.87
Formula Funding Total		*304.3*	-	*406.0*	*304.3*	*(24.6)*	*279.8*		*303.4*	*23.6*	*303,353,567.70*
Obligation Authority		*304.3*		*304.3*	*304.3*	*(24.6)*	*279.8*				
Withheld Obligation		-		*101.6*							
NHPP Exempt		4.7		4.7	4.7	(0.4)	4.2	0.9227	4.6	0.4	4,571,099.07
Obligation Authority Programs		*309.0*	-	*410.6*	*309.0*	*(25.0)*	*284.0*		307.9	23.9	*307,924,666.77*
											0.00
NON-CONTROLLED FEDERAL FUNDING											
Emergency Relief		-		-	-		-	1.0000		-	0.00
LTAP - T2		0.2		-	0.2		0.2	0.5000	0.3	0.2	300,000.00
Forest Hwys/FLAP (State match only)	6	0.0		-	0.0		0.0	0.9266	0.0	0.0	3,964.00
Section 115/117/S129		-		-	-		-	1.0000	-	-	0.00
Other Federal Non-Formula	7	0.6		-	0.6		0.6	0.9500	0.6	0.0	636,842.11
Non-Controlled Fed. Funding Total		*0.8*	-	-	*0.8*		*0.8*		*0.9*	*0.2*	*940,806.11*
Federal Funding Grand Total		*309.7*	-	*410.6*	*309.7*	*(25.0)*			*308.9*	*24.1*	*308,865,472.87*
CONNECTING IDAHO GARVEE											
STATE FUNDING							-				
State Projects*		(2.0)		(2.0)	(2.0)		(2.0)		(2.0)	-	-2,000,000.00
State Cig. Tax Revenue		1.5		1.5	1.5		1.5		1.5	-	1,500,000.00
State Const. 2 (new revenue 2015)		59.1		59.1	59.1		59.1		59.1	-	59,138,200.00
State Strategic Initiatives		-		-	-		-		-	-	0.00
Federal Indirect Cost Recovery*	8			-	-	25.0	25.0		25.0	-	24,999,999.63
Local Partnerships		0.4		0.4	0.4		0.4		0.4	-	374,000.00
State Carryover		-		-	-		-		-	-	0.00
Rail-Highway Safety Program*		0.3		0.3	0.3		0.3		0.3	-	250,000.00
State Unallocated		5.0		5.0	5.0		5.0		5.0	-	5,000,000.00
State Funding Total		*64.3*	-	*64.3*	*64.3*	*25.0*	*89.3*		*89.3*	-	*89,262,199.63*
Total Funding		*374.0*	-	*474.9*	*374*	-			*398.1*	*24.1*	*398,127,672.50*
											0.00

DRAFT HIGHWAY PROGRAM FUNDING PLAN

FY2017-2021

($ in millions)

BASE PROGRAM FEDERAL FUNDING	Notes	FY 2020 FEDERAL-AID Apport.	Transfer	Apport. w/CO	Total OA Available	FICR Transfer	Net OA Available	FA Match Ratio	Total w/Match	Total Match	Adjusted w/Match*
National Freight Program		10.9		10.9	10.9	(1.0)	9.9	0.9266	10.7	0.8	10,655,726.50
National Highway Performace (NHPP)		170.7		179.7	170.7	(16.0)	154.8	0.9227	167.7	13.0	167,720,960.27
STP - State	1,2,3,4,5	34.5	18.6	72.7	53.1	(5.0)	48.1	0.9266	52.0	3.8	51,952,980.93
Flexible/Restoration/Misc		0.9		1.0	0.9	(0.1)	0.8	0.9266	0.9	0.1	862,671.15
State System O.A.		*217.0*	*18.6*	264.2	*235.6*	*(22.1)*	*213.6*		*231.2*	*17.6*	*231,192,338.85*
STP - Local Urban	1, 2	20.1	(12.0)	8.1	8.1		8.1	0.9266	8.8	0.6	8,753,952.54
STP - Transportation Mgt Area	1, 2	10.2		11.9	10.2		10.2	0.9266	11.0	0.8	10,964,984.89
STP Rural	1, 3	15.3	(1.5)	25.3	13.7		13.7	0.9266	14.8	1.1	14,818,720.48
Bridge Local 20%	4	N/A	5.0	5.0	5.0		5.0	0.9266	5.4	0.4	5,446,923.16
Bridge Off System 15%		2.8		2.8	2.8		2.8	0.9266	3.0	0.2	3,015,918.41
Transportation Alternatives (TAP)		2.0		*5.4*	2.0		2.0	0.9266	2.2	0.2	*2,150,795.38*
TAP - Local Urban		0.9		1.0	0.9		0.9	0.9266	1.0	0.1	950,006.48
TAP - Rural		0.7		1.1	0.7		0.7	0.9266	0.7	0.1	720,946.47
TAP - TMA		0.4		0.4	0.4		0.4	0.9266	0.5	0.0	479,842.43
Rail-Highway Crossings		2.0		11.2	2.0		2.0	1.0000	2.0	-	1,968,519.00
Local System O.A.		*54.3*	*(8.5)*	*72.5*	*45.8*		*45.8*		*49.3*	*3.5*	*49,270,609.25*
Highway Safety Improvement Program		17.4		39.9	17.4	(1.6)	15.8	0.9266	17.0	1.3	17,037,107.56
Safe Routes to School		-		1.8	-	-	-				0.00
STP Enhancement		-		4.2	-	-	-				0.00
CMAQ	5	13.5	(10.2)	19.1	3.4	(0.3)	3.1	0.9266	3.3	0.2	3,310,643.48
Border Infrastructure		-		-	-	-	-				0.00
Statewide O.A.		*31.0*	*(10.2)*	*65.0*	*20.8*	*(1.9)*	*18.9*		*20.3*	*1.5*	*20,347,751.04*
Metro Planning		1.8		1.8	1.8		1.8	0.9266	1.9	0.1	1,894,655.73
SPR		5.9		7.7	5.9	(0.6)	5.4	0.8000	6.7	1.3	6,717,410.22
Full Utilization O.A.100%		*7.7*	-	*9.5*	*7.7*	*(0.6)*	*7.1*		*8.6*	1.5	8,612,065.95
Recreational Trails		1.7		2.1	1.7		1.7	0.9266	1.8	0.1	1,846,060.87
Formula Funding Total		*311.6*	-	*413.3*	*311.6*	*(24.6)*	*287.1*		*311.3*	*24.2*	*311,268,825.95*
Obligation Authority		*311.6*		*311.6*	*311.6*	*(24.6)*	*287.1*				
Withheld Obligation		-		*101.6*							
NHPP Exempt		4.8		4.8	4.8	(0.4)	4.3	0.9227	4.7	0.4	4,678,167.14
Obligation Authority Programs		*316.4*	-	*418.0*	*316.4*	*(25.0)*	*291.4*		315.9	24.6	*315,946,993.09*
											0.00
NON-CONTROLLED FEDERAL FUNDING											
Emergency Relief		-		-	-		-	1.0000		-	0.00
LTAP - T2		0.2		-	0.2		0.2	0.5000	0.3	0.2	300,000.00
Forest Hwys/FLAP (State match only)	6	-		-	-		-	0.9266	-	-	0.00
Section 115/117/S129		-		-	-		-	1.0000	-	-	0.00
Other Federal Non-Formula	7	0.6		-	0.6		0.6	0.9500	0.6	0.0	636,842.11
Non-Controlled Fed. Funding Total		*0.8*	-	-	*0.8*		*0.8*		*0.9*	*0.2*	*936,842.11*
Federal Funding Grand Total		*317.1*	-	*418.0*	*317.1*	*(25.0)*			*316.9*	*24.8*	*316,883,835.19*
CONNECTING IDAHO GARVEE											
STATE FUNDING							-				
State Projects*		(5.0)		(5.0)	(5.0)		(5.0)		(5.0)	-	-5,000,000.00
State Cig. Tax Revenue		-		-	-		-		-	-	0.00
State Const. 2 (new revenue 2015)		59.8		59.8	59.8		59.8		59.8	-	59,804,600.00
State Strategic Initiatives		-		-	-		-		-	-	0.00
Federal Indirect Cost Recovery*	8			-	-	25.0	25.0		25.0	-	24,999,999.64
Local Partnerships		0.4		0.4	0.4		0.4		0.4	-	374,000.00
State Carryover		-		-	-		-		-	-	0.00
Rail-Highway Safety Program*		0.3		0.3	0.3		0.3		0.3	-	250,000.00
State Unallocated		5.0		5.0	5.0		5.0		5.0	-	5,000,000.00
State Funding Total		*60.4*	-	*60.4*	*60.4*	*25.0*	*85.4*		*85.4*	-	*85,428,599.64*
Total Funding		*377.6*	-	*478.4*	*378*	-			*402.3*	*24.8*	*402,312,434.83*
											0.00

DRAFT HIGHWAY PROGRAM FUNDING PLAN

FY2017-2021

($ in millions)

BASE PROGRAM FEDERAL FUNDING	Notes	FY 2021 FEDERAL-AID Apport.	Transfer	Apport. w/CO	Total OA Available	FICR Transfer	Net OA Available	FA Match Ratio	Total w/Match	Total Match	Adjusted w/Match*
National Freight Program		10.9		10.9	10.9	(1.0)	9.9	0.9266	10.7	0.8	10,655,726.50
National Highway Performace (NHPP)		170.7		179.7	170.7	(16.0)	154.8	0.9227	167.7	13.0	167,720,960.27
STP - State	1,2,3,4,5	34.5	18.6	72.7	53.1	(5.0)	48.1	0.9266	52.0	3.8	51,952,980.93
Flexible/Restoration/Misc		0.9		1.0	0.9	(0.1)	0.8	0.9266	0.9	0.1	862,671.15
State System O.A.		*217.0*	*18.6*	264.2	*235.6*	*(22.1)*	*213.6*		*231.2*	*17.6*	*231,192,338.85*
STP - Local Urban	1, 2	20.1	(12.0)	8.1	8.1		8.1	0.9266	8.8	0.6	8,753,952.54
STP - Transportation Mgt Area	1, 2	10.2		11.9	10.2		10.2	0.9266	11.0	0.8	10,964,984.89
STP Rural	1, 3	15.3	(1.5)	25.3	13.7		13.7	0.9266	14.8	1.1	14,818,720.48
Bridge Local 20%	4	N/A	5.0	5.0	5.0		5.0	0.9266	5.4	0.4	5,446,923.16
Bridge Off System 15%		2.8		2.8	2.8		2.8	0.9266	3.0	0.2	3,015,918.41
Transportation Alternatives (TAP)		2.0		*5.4*	2.0		2.0	0.9266	2.2	0.2	*2,150,795.38*
TAP - Local Urban		0.9		1.0	0.9		0.9	0.9266	1.0	0.1	950,006.48
TAP - Rural		0.7		1.1	0.7		0.7	0.9266	0.7	0.1	720,946.47
TAP - TMA		0.4		0.4	0.4		0.4	0.9266	0.5	0.0	479,842.43
Rail-Highway Crossings		2.0		11.2	2.0		2.0	1.0000	2.0	-	1,968,519.00
Local System O.A.		*54.3*	*(8.5)*	*72.5*	*45.8*		*45.8*		*49.3*	*3.5*	*49,270,609.25*
Highway Safety Improvement Program		17.4		39.9	17.4	(1.6)	15.8	0.9266	17.0	1.3	17,037,107.56
Safe Routes to School		-		1.8	-	-	-				0.00
STP Enhancement		-		4.2	-	-	-				0.00
CMAQ	5	13.5	(10.2)	19.1	3.4	(0.3)	3.1	0.9266	3.3	0.2	3,310,643.48
Border Infrastructure		-		-	-	-	-				0.00
Statewide O.A.		*31.0*	*(10.2)*	*65.0*	*20.8*	*(1.9)*	*18.9*		*20.3*	*1.5*	*20,347,751.04*
Metro Planning		1.8		1.8	1.8		1.8	0.9266	1.9	0.1	1,894,655.73
SPR		5.9		7.7	5.9	(0.6)	5.4	0.8000	6.7	1.3	6,717,410.22
Full Utilization O.A.100%		*7.7*	-	*9.5*	*7.7*	*(0.6)*	*7.1*		*8.6*	1.5	8,612,065.95
Recreational Trails		1.7		2.1	1.7		1.7	0.9266	1.8	0.1	1,846,060.87
Formula Funding Total		*311.6*	-	*413.3*	*311.6*	*(24.6)*	*287.1*		*311.3*	*24.2*	*311,268,825.95*
Obligation Authority		*311.6*		*311.6*	*311.6*	*(24.6)*	*287.1*				
Withheld Obligation		-		*101.6*							
NHPP Exempt		4.8		4.8	4.8	(0.4)	4.3	0.9227	4.7	0.4	4,678,167.14
Obligation Authority Programs		*316.4*	-	*418.0*	*316.4*	*(25.0)*	*291.4*		315.9	24.6	*315,946,993.09*
											0.00
NON-CONTROLLED FEDERAL FUNDING											
Emergency Relief		-		-	-		-	1.0000		-	0.00
LTAP - T2		0.2		-	0.2		0.2	0.5000	0.3	0.2	300,000.00
Forest Hwys/FLAP (State match only)	6	-		-	-		-	0.9266	-	-	0.00
Section 115/117/S129		-		-	-		-	1.0000	-	-	0.00
Other Federal Non-Formula	7	0.6		-	0.6		0.6	0.9500	0.6	0.0	647,368.42
Non-Controlled Fed. Funding Total		*0.8*	-	-	*0.8*		*0.8*		*0.9*	*0.2*	*947,368.42*
Federal Funding Grand Total		*317.1*	-	*418.0*	*317.1*	*(25.0)*			*316.9*	*24.8*	*316,894,361.51*
CONNECTING IDAHO GARVEE											
STATE FUNDING							-				
State Projects*		(5.0)		(5.0)	(5.0)		(5.0)		(5.0)	-	-5,000,000.00
State Cig. Tax Revenue		-		-	-		-		-	-	0.00
State Const. 2 (new revenue 2015)		60.2		60.2	60.2		60.2		60.2	-	60,220,300.00
State Strategic Initiatives		-		-	-		-		-	-	0.00
Federal Indirect Cost Recovery*	8			-	-	25.0	25.0		25.0	-	24,999,999.64
Local Partnerships		0.4		0.4	0.4		0.4		0.4	-	374,000.00
State Carryover		-		-	-		-		-	-	0.00
Rail-Highway Safety Program*		0.3		0.3	0.3		0.3		0.3	-	250,000.00
State Unallocated		5.0		5.0	5.0		5.0		5.0	-	5,000,000.00
State Funding Total		*60.8*	-	*60.8*	*60.8*	*25.0*	*85.8*		*85.8*	-	*85,844,299.64*
Total Funding		*378.0*	-	*478.9*	*378*	-			*402.7*	*24.8*	*402,738,661.15*
											0.00

DRAFT HIGHWAY PROGRAM FUNDING PLAN
FY 2017 - 2021

Accompanying Notes

1 Transfer of $75,000 each from STP-Local Urban and Rural funds to STP State for like amount of state funded monies matching LTAP-T2 program. Based on STP-Urban Program MPO Balancing Meeting Minutes dated 2/15/06. Note that amount transferred from the Urban program is allocated only to STP-Local Urban and not to the Transportation Management Area based on Policy 4028 interpretation.
2 In accordance with Policy 4028 (formerly B-11-04), the apportionment amount for the Transportation Mgt Area is being deducted from the total Urban share of funds.
3 FY 2017-2021 transfer of $4.5 million STP-Local Rural funds for $2.8 million state funded exchange for the Local Rural Highway Investment Program.
4 Per Policy A-19-07 Local Bridge On/Off Program remains at FY09 level of $5,047,119
5 FY 2017-2021 retains only $3 million (Federal-Aid for non-attainment area) CMAQ apportionment in CMAQ program with balance transferred to STP-ST per April 2008 Board Decision to eliminate CMAQ program.
6 Apportionments estimated by Western Federal Lands Highway Division 2016 Program.
7 Includes ITS, IVHS, Pre-ISTEA funds, or other miscellaneous FHWA programs.
8 Federal Indirect Cost Recovery (FICR) available amounts are those funds that are anticipated to be realized by the department as a result of applying indirect cost allocation to Federal Projects. This is not a new or additional source of funding to the department. State funds offset by FICR reserved for 100% state funded construction
9 FY 2017-2021 funding estimates based on anticipated FAST Act apportionment funding levels.
10 Rideshare handled by Public Transportation rather than 4028S formula

Performance Program Targets

This table shows how funding sources levels (including state and/or local match) from the Highway Funding Plan are distributed into available dollars within Performance Programs annually. Revenue discussions with the Board are based on funds expressed in future dollars as seen in the Highway Funding Plan and this reconciliation. Conversely, District targets are expressed in present value (FY 2017 dollars).

Available Funding with Match vs. Programmed Projects

The Available Funding with Match vs. Programmed Projects (AvP) table summarizes the "Available" funding levels (shaded columns) as detailed in the Highway Funding Plan and the Performance Program Targets report. Most formula programs show dollars in present value (FY17 dollars). A 2% increase to available funds was added via the Highway Funding Plan to designated programs (based upon the underlying policies which created each program) to allow for inflation increases to projects in those Programs. Consequently, the totals for out-years do not exactly match those in the Performance Program Targets Report because the totals are a mixture of present and future dollars per the underlying policies behind each program.

For example, FY17 is the construction year of the Draft Program. Current FY17 bridge restoration projects total $59.191 million in FY17. Available funds in FY17 are $65.0 million, however, to allow for 2% inflation. Funds were also set-aside in FY17 last year for preliminary engineering and right-of-way for new projects in this annual program update. The FY17 setasides are released from the unshaded project column in this table to allow development of new projects to begin in FY17. Thus in bridge restoration, $6 million is available for inflationary increases to existing projects and for beginning preliminary development of new projects. The System Support Program, however, is **not** set up to allow inflation increases to project costs. Therefore there is $9.4 million available to fund $9.4 million of projects in FY17.

The unshaded "Program" columns show our current commitment to projects in the given years and programs. All applicable statewide set-asides for preliminary engineering, right-of-way, and the like are released for use by the Districts at this time within the Program Update cycle.

The difference between the two columns is the amount of over-programming (program commitment exceeds available dollars) or under-programming (available dollars exceeds the current program commitment). The rendition of the AvP provided in the Update Packet shows in which Programs and in which years there are funds available to adjust the Program.

OTI balances the “Hwy Federal Formula & State Funds” at the bottom line to allow for flexibility of funding various programs and constituencies above/below their goals in a given year; shooting for the goal as an average between all years in the five years of the Draft Idaho Transportation Investment Program. Available funding in FY17 is estimated at $448.4 million with $320.0 million committed to projects prior to any inflationary budget increases. Thus, $128.4 million is available for inflationary increases to existing projects, preliminary development and right-of-way for projects in later years, or for advancing ready projects from later years.

The "Hwy Federal Formula & State Funds" total line in the AvP shows that there are $2.1 billion dollars available for highways capital investments between FY 17 and FY 21 of which $1.4 billion of projects are currently programmed. Thus, we anticipate that $693 million of projects including development costs will be added to the program during this FY17 Program Update.

Program Targets (Future Dollars at 2% Annual Inflation)

Program Levels vs Available Dollars

Estimates of Available Dollars By Fund Source - Early FAST Estimates plus HB132 & 312 ($000)

Ref. No.	*Funding Source*	*FY17*	*FY18*	*FY19*	*FY20*	*FY21*	*FY17 to FY21*
1	National Hwy Performance Program[1]	161,194	164,652	168,455	172,399	172,399	839,098
2	National Freight Program[1]	7,756	8,482	9,566	10,656	10,656	47,115
3	STP-State/Flex/Equity Bonus[1]	49,263	50,470	51,481	52,816	52,816	256,846
4	**SHS Federal Total**	**218,213**	**223,604**	**229,501**	**235,871**	**235,871**	**1,143,059**
5	State (ST)[2]	30,276	3,164	-2,000	-5,000	-5,000	21,440
6	Cigarette Tax (STC)[2]	4,100	2,800	1,500	0	0	8,400
7	State HB132 & 312 (ST2)[2]	58,007	58,673	59,138	59,805	60,220	295,843
8	State Strategic Initiatives (STSI)[2]	20,000	0	0	0	0	20,000
9	Federal Indirect Cost Recovery Estimate (FICR)[2]	25,000	25,000	25,000	25,000	25,000	125,000
10	State Board Unallocated (STB)[2]	5,000	5,000	5,000	5,000	5,000	25,000
11	State Rail (STX)[2]	250	250	250	250	250	1,250
12	State Forces (STF Personnel at 10% of ST, ST2, FICR)[2]	11,738	8,964	8,364	7,980	8,022	45,068
13	**State Total**	**154,372**	**103,850**	**97,252**	**93,035**	**93,492**	**542,001**
14	Rail Highway Crossing[1]	1,848	1,888	1,928	1,969	1,969	9,602
15	Hwy Safety Improvement Plan (HSIP)[1]	15,982	16,321	16,656	17,037	17,037	83,033
16	Congestion Mitigation/Air Quality[1]	3,104	3,170	3,236	3,311	3,311	16,132
17	**Statewide Federal**	**20,934**	**21,379**	**21,821**	**22,316**	**22,316**	**108,767**
18	**Performance Program Total from HFP**	**393,519**	**348,834**	**348,574**	**351,222**	**351,679**	**1,793,827**

FY 2017 - 2021 Targets Based Upon Programmed Projects (as of 1/19/2016) and Model Runs for FY21

Performance Program Targets ($000)

Ref. No.	*Program*	*Target*	*FY17*	*FY18*	*FY19*	*FY20*	*FY21*	*FY17 to FY21*
19	Pavement Preservation (commercial routes)[1,4,5]	17.4%	62,883	50,579	49,163	36,186	24,984	223,795
20	Pavement Preservation (non-commercial rts.)[1,4,5]	18,000	0	0	18,000	18,000	18,000	54,000
21	Restoration[1,4,5]	82.6%	125,265	93,782	97,643	103,724	118,602	539,015
22	Freight Program[1,5]		7,756	8,482	9,566	10,656	10,656	47,115
23	Bridge Preservation[1,4,5]	15,000	15,000	14,838	13,495	14,248	15,000	72,582
24	Bridge Restoration[1,5]	65,000	65,000	82,919	66,705	68,629	65,000	348,254
25	**SHS Core**		**275,905**	**250,600**	**254,573**	**251,442**	**252,242**	**1,284,762**
26	Strategic Initiatives[1,4,5]	22,000	40,438	23,874	20,272	22,000	22,000	128,584
27	Early Development[1,4,5]	2,100	602	320	300	300	0	1,522
28	Formula Debt Service[3]	Up to ~ $75M	53,408	52,722	52,719	52,701	52,701	264,251
29	**SHS Strategic**		**94,448**	**76,916**	**73,291**	**75,001**	**74,701**	**394,357**
30	System Support[1,5]	9,000	9,429	8,986	8,463	7,728	9,000	43,606
31	Safety - Local HSIP[1]	3,851	3,851	3,851	3,851	8,519	8,519	28,590
32	Safety - Federal Rail[1,5]		1,848	1,888	1,928	1,969	1,969	9,602
33	Safety - State Rail[2]	250	405	407	250	250	250	1,562
34	Systems Planning[1,4,5]		2,632	1,186	1,218	1,313	0	6,349
35	State Board Unallocated[2]	5,000	5,000	5,000	5,000	5,000	5,000	25,000
36	**Other**		**23,165**	**21,318**	**20,710**	**24,778**	**24,737**	**114,709**
37	Congestion Mitigation/Air Quality		0	0	0	0	0	0
38	**Statewide Competitive**		**0**	**0**	**0**	**0**	**0**	**0**
39	**Performance Program Total**		**393,518**	**348,834**	**348,574**	**351,222**	**351,680**	**1,793,827**
40	**Performance Program Balance**		**0**	**0**	**0**	**0**	**0**	**0**
41	**District Targeted Programs**		**246,821**	**184,579**	**200,091**	**195,770**	**198,586**	**1,025,847**

Other Program Levels

Local Program Levels ($000)

Ref. No.	*Program*	*Board*	*FY17*	*FY18*	*FY19*	*FY20*	*FY21*	*FY17 to FY21*
42	STP - Local Urban[1]		8,669	8,672	8,723	8,754	8,754	43,572
43	STP - Transportation Management Area[1]		9,730	10,130	10,519	10,965	10,965	52,310
44	TAP - Local TMA[1]		468	480	480	480	480	2,387
45	STP - Local Rural[1]		13,499	13,903	14,342	14,819	14,819	71,381
46	TAP - Local (Urban,-Rural,-Flex)[1]		4,176	3,822	3,822	3,822	3,822	19,463
47	Bridge - Local[1]		5,447	5,447	5,447	5,447	5,447	27,235
48	Bridge - Off System[1]		3,019	3,020	3,012	3,016	3,016	15,084
49	**Local Programs Total**		**45,008**	**45,474**	**46,346**	**47,302**	**47,302**	**231,431**

Full Use & Recreation Program Levels ($000)

50	Metropolitan Planning[2]		1,775	1,813	1,852	1,895	1,895	9,229
51	State Planning & Research[2]		6,276	6,415	6,559	6,717	6,717	32,686
52	Recreational Trails T&B[1]		1,846	1,846	1,846	1,846	1,846	9,230
53	**Full Use & Recreation Totals**		**9,898**	**10,074**	**10,257**	**10,458**	**10,458**	**51,145**
54	**Other Program Level Totals**		**54,906**	**55,548**	**56,603**	**57,760**	**57,760**	**282,576**
55	**Federal Formula & State Program Targets**		**448,424**	**404,382**	**405,177**	**408,982**	**409,440**	**2,076,404**
56	**Available Funds**		**448,424**	**404,381**	**405,177**	**408,982**	**409,439**	**2,076,404**

Proportional Target from TAMS FY20 model run
Fixed Target/Ceiling
Target Calculated from Federal Funding Levels
Target Calculated from State/Other Requirements
No Target (White)

At Target Level (White)
Current Program Levels
Backfill Surplus Eliminator & add FAST
1/2 HSIP is Local
April 2008 Board Resolution

Notes:
FAST ends in FY20, revenue flat-lined at FY20 levels
Undiscounted Dollars
FICR taken off top of Federal and placed in ST
1: Assumes 100% OA
2: Unaffected by OA
3: Must be held at 100% OA
4: Programs within District targets
5: OA reduction from 100% Formula Debt Service absorbed here

AVAILABLE FUNDING WITH MATCH vs. PROGRAMMED PROJECTS (AvP)
EARLY DRAFT FY 2017 - 2021 IDAHO TRANSPORTATION INVESTMENT PROGRAM
This Report is to be used ONLY within the FY17 Update Packet (shows holes; data as of 2/1/2016)
Estimates of Apportionments/Allocations in $000s with Match

		Idaho Transportation Investment Program (ITIP)													
		FY 2017		FY 2018		FY 2019		2020		2021*		Sum FY17-21		Prel. Dev. & Set-Asides	
Ref#	Program Name	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
1	Pavement Preservation (Commerce)[1]	62,883	17,094	49,587	42,752	47,254	39,132	34,099	30,373	23,081	1,154	216,904	130,505	-	-
2	Pavement Preservation (Non-Commerce)[1]					17,301	-	16,962	-	16,629	831	50,892	831		
3	Restoration[1]	124,457	66,704	90,997	78,457	92,659	75,217	97,741	77,270	109,570	2,739	515,424	300,387	-	-
4	***SHS Pavements***	***187,340***	***83,798***	***140,584***	***121,209***	***157,214***	***114,349***	***148,802***	***107,643***	***149,280***	***4,724***	***783,220***	***431,723***	-	-
5	Bridge Preservation[1]	15,000	11,037	14,547	14,262	12,971	12,717	13,426	13,163	13,858	693	69,802	51,872	-	-
6	Bridge Restoration[1]	65,000	47,611	81,293	79,669	64,115	62,858	64,671	63,403	60,050	3,002	335,128	256,543	-	-
7	***SHS Bridges***	***80,000***	***58,648***	***95,840***	***93,931***	***77,086***	***75,575***	***78,097***	***76,566***	***73,908***	***3,695***	***404,930***	***308,415***	-	-
8	Freight[1]	7,756	-	8,316	-	9,195	-	10,041	-	9,844	-	45,152	-		
9	Strategic Initiatives	41,247	20,438	24,839	23,874	21,513	20,272	22,000	13,902	22,000	1,016	131,599	79,502	-	-
10	***SHS Core***	***316,343***	***162,884***	***269,579***	***239,014***	***265,007***	***210,196***	***258,940***	***198,111***	***255,033***	***9,435***	***1,364,902***	***819,640***	-	-
11	Early Development	602	602	320	320	300	300	300	300	-	-	1,522	1,522	175,000	96,018
12	Formula Debt Service + Fees & Interest[3]	53,408	53,408	52,722	52,722	52,719	52,719	52,701	52,701	52,701	52,701	264,251	264,251	-	-
13	System Support	9,429	9,429	8,986	8,986	8,463	8,463	7,728	7,728	9,000	-	43,606	34,606	-	-
14	HSIP LHS[1]	3,851	3,775	3,775	3,701	3,701	3,629	8,028	3,558	7,870	-	27,226	14,663		
15	Federal Rail	1,848	2,000	1,888	155	1,928	540	1,969	-	1,969	-	9,602	2,695	-	-
16	State Rail	405	405	407	407	250	80	250	80	250	-	1,562	972	-	-
17	State Board Unallocated	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	25,000	25,000	-	-
18	***Other***	***74,543***	***74,619***	***73,098***	***71,291***	***72,361***	***70,731***	***75,976***	***69,367***	***76,790***	***57,701***	***372,769***	***343,709***	***175,000***	***96,018***
19	Systems Planning	2,632	2,632	1,186	1,186	1,218	1,218	1,313	1,313	-	-	6,349	6,349	-	-
20	Metropolitan Planning (MPOs)	1,775	1,659	1,813	1,659	1,852	1,659	1,895	1,659	1,895	-	9,230	6,636	-	-
21	State Planning and Research	6,276	6,082	6,415	6,082	6,559	6,082	6,717	6,082	6,717	-	32,684	24,328	-	-
22	***Hwy Planning***	***10,683***	***10,373***	***9,414***	***8,927***	***9,629***	***8,959***	***9,925***	***9,054***	***8,612***	-	***48,263***	***37,313***	-	-
23	Transportation Alternatives (TAP)[4]	4,176	3,406	3,822	3,628	3,822	3,628	3,822	3,628	3,822	-	19,464	14,290	-	-
24	Congestion Mitigation/Air Quality (CMAQ)[2]	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25	Recreational Trails	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	-	9,230	7,384	-	-
26	***Hwy Statewide Competitive***	***6,022***	***5,252***	***5,668***	***5,474***	***5,668***	***5,474***	***5,668***	***5,474***	***5,668***	-	***28,694***	***21,674***	-	-
27	STP - Local Urban[1]	8,669	8,141	8,502	7,933	8,384	7,772	8,249	7,417	8,087	-	41,892	31,263	30,000	28,694
28	STP - Transportation Mgt Area[1]	9,730	8,613	9,931	8,256	10,111	9,359	10,333	8,167	10,130	-	50,234	34,395	20,260	15,867
29	TAP - Transportation Mgt. Area[1]	468	274	471	423	461	432	452	420	443	-	2,296	1,549	887	10
30	STP - Local Rural[1]	13,499	10,972	13,630	9,416	13,785	6,604	13,964	13,213	13,690	685	68,569	40,890	27,381	21,733
31	Bridge, Local[1]	5,447	4,698	5,340	3,699	5,235	8,744	5,133	3,740	5,032	252	26,188	21,133	10,064	17,004
32	Bridge, Off System[1]	3,019	5,332	2,961	7,876	2,895	4,088	2,842	7,241	2,786	139	14,503	24,676	5,573	4,674
33	***LHTAC Programs***	***25,816***	***24,777***	***25,707***	***24,692***	***25,617***	***23,065***	***29,967***	***27,752***	***29,379***	***1,076***	***109,260***	***86,699***	***43,018***	***43,411***
34	***Hwy Local***	***40,832***	***38,030***	***40,835***	***37,603***	***40,872***	***36,999***	***40,973***	***40,198***	***40,170***	***1,076***	***203,682***	***153,906***	***94,165***	***87,982***
35	***Hwy Federal Formula & State Funds***	***448,423***	***291,158***	***398,595***	***362,309***	***393,537***	***332,359***	***391,482***	***322,204***	***386,273***	***68,212***	***2,018,310***	***1,376,242***	***269,165***	***184,000***
36	High Priority (SAFETEA-LU)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
37	High Priority (TEA-21)	18,426	18,426	-	-	-	-	-	-	-	-	18,426	18,426	-	-
38	Discretionary & Earmarks & Applications	977	977	-	-	-	-	-	-	-	-	977	977	10,000	10,000
39	Emergency Relief	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	Federal Lands Access	13,898	4,500	13,898	1,046	13,898	54	13,898	-	13,898	-	69,490	5,600	13,898	869
41	Indian Reservation Roads	877	877	-	-	-	-	-	-	-	-	877	877	-	-
42	Other Federal Non-Formula	480	480	480	480	480	480	480	480	190	-	2,110	1,920	-	-
43	***Hwy Other Federal Programs***	***34,658***	***25,260***	***14,378***	***1,526***	***14,378***	***534***	***14,378***	***480***	***14,088***	-	***91,880***	***27,800***	***23,898***	***10,869***
44	Federal Non-Participating	-	-	238	238	-	-	-	-	-	-	238	238	2,154	2,154
45	Local/Private Partnership	9,884	9,884	-	-	11,000	11,000	60	60	-	-	20,944	20,944	7,465	7,465
46	***Hwy Other Programs***	***9,884***	***9,884***	***238***	***238***	***11,000***	***11,000***	***60***	***60***	-	-	***21,182***	***21,182***	***9,619***	***9,619***
47	***Highways Total***	***492,965***	***326,302***	***413,211***	***364,073***	***418,915***	***343,893***	***405,920***	***322,744***	***400,361***	***68,212***	***2,131,372***	***1,425,224***	***302,682***	***204,488***

[*] Available estimates are to be used for planning purposes only. FFY20 is last year of FAST transportation act. FY21 flat-lined at FY20 levels. Funding levels assume 100% Obligation Authority.
[1] Available Dollars are in FY17 dollars at 2% annual inflation (funds reduced accordingly to represent reduced buying power).
[2] Apportionment only for non-attainment areas
[3] GARVEE bonds provide no net additional transportation funding as they are repaid with future federal funds via debt service.
[4] Available dollars increased assuming actual local match (~) 25% rather than required minimum of 7.34%

District Funding Targets

District funding targets are calculated and published annually in the Program Update Packet for the coming fiscal year of the Idaho Transportation Investment Program. District targets shares are determined utilizing the Department's asset models.

These funding targets are used by District personnel as guidelines for creating their electronic Idaho Transportation Improvement Program submittals. The six District submittals are then combined into a preliminary Draft program. If changes are needed to balance the draft program, these are accomplished by a Statewide Balancing Meeting with participation by representatives from each District. At this point in the process, preference is given to projects based upon mutually agreed upon priority, deliverability, and – as applicable - equity between Districts. This program is then presented to the Board for further review and modification at their June Workshop.

District funding targets are published only as guidelines to aid the negotiating process required to reach agreement on a balanced Program during the Statewide Balancing Meeting. Much time and conflict are saved at the negotiation table if each District starts with a somewhat fiscally constrained and realistic Program. Since funds are allocated to projects, not Districts, a healthy debate is sometimes needed during the balancing meeting to reach consensus on project priorities between Districts and Program Teams.

Four funding sources are being targeted annually. These are the National Highway Performance Program (NHPP), Surface Transportation Program (STP)-State, State (ST), and Highway Safety Improvement Program (HSIP) funds. These funds are now partially used to fund the targeted Performance Programs of Pavement Preservation, Bridge Preservation, Restoration, Systems Planning, Early Development, and Strategic Initiatives. Projects in the System Support, Bridge Restoration, and other programs are not targeted. Projects in the Debt Service - GARVEE Programs are not targeted due to Board direction.

Forecasts of apportionments and obligation authority must be used to calculate District funding target dollars because the actual amounts are not known to the States until Congress passes the appropriations bill in October or November (or later). This occurs after the new Program has already been approved by the Board at their September meeting. Statewide set-asides and the funding for statewide projects are deducted from forecasts of apportionments before District funding targets are calculated. These deductions are shown in the following section.

Subtracting these set-asides from the estimates of available funding provides the funding level available to all Districts for the FY16 Program Update. Based upon these funding levels, two types of targets are calculated. These are termed project-based and formulated District funding targets. The following section describes project-based targets.

Project-Based Funding Targets

Project-based funding targets are created so as to maintain Program continuity. During each program update, a *multi-year* plan is agreed upon by representatives of each District and Program Team. This Program is by no means static, however. Changes are made to the Program after this meeting due to Management Review, Board-initiated modifications at the June Workshop, the result of Public Comment, corrections to mistakes and oversights, end-of-year reprogramming of unused preliminary engineering and right-of-way funds, end-of-year

project deliverability issues, end-of-year redistribution of federal obligation authority, and by constituent request.

Program continuity is maintained in a new Draft Program by using the same District share (percentage) of projects within a program which occur in common years of the Approved Program to distribute the updated estimate of available funds. Thus if no additional projects, cost modifications, nor adjustments to available funding were needed, each District's share of a new Draft Program would be the same as the Approved Program except for addition of the new out-year. The District's share of the FY 2016 Idaho Transportation Investment Program (ITIP) submittal (data as of 2/1/2016) is used to determine their share of this Draft FY 2017 Program for all but the new year (FY 2021).

Under normal circumstances, the estimate of available funding in the Draft Program will be 2% greater than the estimate of available funding in the Approved Program for a given year. Please note that this does *not* mean that a 2% increase in costs for all existing projects is always possible without delays. Obviously, if the Board and Staff approve a Program where out-years are over-programmed, there will not be enough funds available for a 2% increase for inflation on each existing project. In fact, if a Program is over-programmed by exactly 2% then there will be *no* funds available for an inflationary increase and if over-programmed by more than 2%, then projects will delay to pay for inflationary increases.

Formulated Funding Targets

Formulated funding targets are used as guidelines by the Districts for programming the *new* year of the multi-year Program and to distribute additional funding as targeted by executive management and the Board. Thus, the District formulated funding targets drive the distribution of funds in the earlier years of the Program. When creating the FY 2017 - 2021 targets, there were no scheduled projects nor available funding estimated for FY21. Formulated funding targets for this year thus determine the general distribution of the Program between Districts. These are merely guidelines, however, so the actual distribution is reached only by consensus at various meetings throughout the Program Update processes. The distribution of funds agreed upon during the Draft FY 2017 Program Update for FY21 will remain essentially the same as we approach calendar year 2021 because of the use of project-based targets during the intervening years.

Relative program funding levels for pavements and bridges were determined by the leadership team after reviewing financially unconstrained runs from the TAMS, AASHTOware BrM (formerly known as PONTIS) asset management systems and ITD Bridge Deterioration Modeling. The Pavement Preservation targets used a TAMS run of pavement maintenance and 1R needs to calculate shares by District. The Restoration targets used a TAMS run of rehabilitation and reconstruction needs. The Bridge Restoration Program is not targeted so are shown for information only. Values were established by comparing bridge condition performance by district.

DISTRICT TARGET SHARES BY PROGRAM							STATEWIDE		
Program	D1	D2	D3	D4	D5	D6	SHS	LHS	SUM
Pavement Preservation	15.7%	12.2%	25.0%	20.2%	18.2%	8.6%	0.0%	0.0%	100%
Restoration	14.5%	14.4%	12.9%	28.4%	21.3%	8.5%	0.0%	0.0%	100%
Bridge Preservation	25.0%	7.0%	24.0%	13.0%	16.0%	15.0%	0.0%	0.0%	100%
Bridge Restoration (untargeted)	30.0%	9.0%	37.0%	16.0%	9.0%	8.0%	0.0%	0.0%	100%
Strategic Initiatives	-	-	-	-	-	-	$22,000	-	$22,000
Local Highway Safety	-	-	-	-	-	-	-	$8,519	$8,519

Statewide Set-Asides (Present Value)

Targeted Programs	***FY21 Avail***	***Description (Costs in $000)***	***FY17***	***FY18***	***FY19***	***FY20***	***FY21***	***Sum***
Pavement Preservation	*23,081*	5% * 2 Yrs of FY21 Avail for PE Set-Aside				1,154	1,154	2,308
Non-Commerce	*16,629*	5% * 2 Yrs of FY21 Avail for PE Set-Aside				831	831	1,663
Bridge Preservation	*13,858*	5% * 2 Yrs of FY21 Avail for PE Set-Aside				693	693	1,386
Restoration	*109,570*	2.5% * 4 Yrs of FY21 Avail for PE Set-Aside		2,739	2,739	2,739	2,739	10,957
Strategic Initiatives	*20,325*	5% * 4 Yrs of FY21 Avail for PE/RW Set-Aside		1,016	1,016	1,016	1,016	4,065
Total	*183,463*	District Targeted Funding	0	3,755	3,755	6,434	6,434	20,379
Untargeted Programs								
Bridge Restoration	*60,050*	5% * 4 Yrs of FY21 Avail for PE/RW Set-Aside		3,002	3,002	3,002	3,002	12,010
Local Rural	*13,690*	5% * 2 Yrs of FY21 Avail for PE Set-Aside				685	685	1,369
Local Bridge	*5,032*	5% * 3 Yrs of FY21 Avail for PE Set-Aside			252	252	252	755
OffSys Bridge	*2,786*	5% * 3 Yrs of FY21 Avail for PE Set-Aside			139	139	139	418
TAP Urban/Rural	*3,822*	Short Program Set-Aside				3,822	3,822	7,644
Local HSIP	*3,851*	Short Program Set-Aside			3,702	8,028	7,870	19,600
Total			0	3,002	7,095	15,928	15,770	41,796
All Set-Asides			0	6,758	10,851	22,361	22,204	62,174

District Funding Targets for Performance Programs

Based upon the above discussion, the Performance Program targets for the combined Pavement Preservation, Bridge Preservation, Restoration, Systems Planning, Early Development, and Strategic Initiatives Programs are shown below. Details of the calculations are found on the following page. Please note that targeted Programs are not always a complete picture of all District responsibilities. Other Programs are sometimes over-and-under-programmed in various years as agreed upon during the previous year's balancing meetings by the Districts and Program Teams.

FAST EARLY Targeted Performance Programs - District Funding Targets

	FY17		*FY18*		*FY19*		*FY20*		*FY21*	
	Project-Based Targets								*Formulated Target*	
District 1	19.8%	49,187	15.7%	27,685	7.7%	14,428	11.0%	19,654	15.0%	23,646
District 2	11.6%	28,643	21.7%	38,445	14.4%	27,023	17.7%	31,679	13.5%	21,350
District 3	23.0%	57,044	21.4%	37,791	20.3%	38,235	17.4%	31,298	15.9%	25,108
District 4	22.3%	55,390	20.1%	35,582	26.5%	49,964	22.8%	40,903	25.1%	39,640
District 5	14.8%	36,703	13.5%	23,775	20.5%	38,555	17.5%	31,469	19.7%	31,064
District 6	8.5%	20,977	7.6%	13,479	10.6%	20,014	13.6%	24,403	10.7%	16,913
All Districts	100.0%	247,944	100.0%	176,756	100.0%	188,220	100.0%	179,405	100.0%	157,721
Statewide		-1,940		3,755		3,755		6,433		6,433
Total		246,004		180,511		191,975		185,838		164,154

Accelerated Delivery Process

Overall Objective

The overall objective of project acceleration is to construct (or begin the construction) the projects in the year they have CN budget scheduled in the STIP for construction in order to maximize the construction season and contract payouts within the fiscal year. Additional objectives include timing projects with contractor resources to optimize schedule and cost effectiveness as well as utilizing $25 M of state fund leverage. It is expected that all ITD infrastructure projects will be under contract by April 1 of each Federal Fiscal Year.

Process

1. Complete (i.e. bid ready) PS&E packages for each scheduled construction project by Oct 1st of the prior Federal Fiscal Year, or one year before the start of the programmed project construction Federal Fiscal Year. This means that there are PS&E packages to utilize almost the entire scheduled construction program budget for the upcoming Federal Fiscal Year. (Projects administered by LHTAC or another local entity are not included in this requirement.)
    a. Any project turned in after October 1, will be funded at the discretion of the Engineering Services Division Administrator.

2. The Engineering Services Division Administrator, or designee, shall prioritize the projects submitted to determine the optimal time for advertising.
    a. HQ Planning Services will publish and maintain a bid schedule that is updated as additional projects are submitted.

EARLY FAST District Target Calculations (Shares from FY21 Model Runs)

Project Sums in Yellow from October FY16 ITIP (10/9/2015 - Present Value in FY16 Dollar units)

	FY17			FY18			FY19			FY20			FY21			Sum		
	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l
Pavement Preservation		62,883			49,587			47,254			34,099			23,081			216,904	
D1	195	199	5,673	50	51	939	3,313	3,379	1,300	2,670	2,723	433		0	3,443	6,228	6,353	11,787
D2	1,525	1,556	4,408	13,249	13,514	730	5,135	5,238	1,010	4,712	4,806	336		0	2,675	24,621	25,113	9,159
D3	8,521	8,691	9,034	8,251	8,416	1,495	8,750	8,925	2,070	7,148	7,291	689		0	5,482	32,670	33,323	18,769
D4	6,809	6,945	7,299	8,348	8,515	1,208	6,362	6,489	1,673	6,972	7,111	556		0	4,429	28,491	29,061	15,166
D5	2,539	2,590	6,576	3,024	3,084	1,088	5,000	5,100	1,507	4,300	4,386	501		0	3,991	14,863	15,160	13,664
D6	6,635	6,768	3,144	9,830	10,027	520	9,650	9,843	720	3,796	3,872	240		0	1,908	29,911	30,509	6,532
All Districts	26,224	26,748	36,135	42,752	43,607	5,980	38,210	38,974	8,280	29,598	30,190	2,755	0	0	21,927	136,784	139,520	75,077
D9							922			775	1,154			1,154		1,697	2,308	
Total	26,224	26,748	36,135	42,752	43,607	5,980	39,132	38,974	8,280	30,373	31,344	2,755	0	1,154	21,927	138,481	141,828	75,077

	FY17			FY18			FY19			FY20			FY21			Sum		
	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l
Non-Commerce								17,301			16,962			16,629			50,892	
D1		0	0		0	0		0	1,557		0	1,452		0	1,422	0	0	4,431
D2		0	0		0	0		0	2,595		0	2,420		0	2,370	0	0	7,385
D3		0	0		0	0		0	2,941		0	2,742		0	2,686	0	0	8,369
D4		0	0		0	0		0	3,460		0	3,226		0	3,160	0	0	9,846
D5		0	0		0	0		0	2,422		0	2,258		0	2,212	0	0	6,892
D6		0	0		0	0		0	4,325		0	4,033		0	3,950	0	0	12,308
All Districts	0	0	0	0	0	0	0	0	17,301	0	0	16,131	0	0	15,798	0	0	49,230
D9											831			831		0	1,662	
Total	0	0	0	0	0	0	0	0	17,301	0	831	16,131	0	831	15,798	0	1,662	49,230

	FY17			FY18			FY19			FY20			FY21			Sum		
	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l
Bridge Preservation		15,000			14,547			12,971			13,426			13,858			69,802	
D1	2,305	2,351	936	4,609	4,701	0	2,305	2,351	177	1,130	1,153	3		0	3,291	10,349	10,556	4,407
D2	20	20	262	1,776	1,812	0	1,000	1,020	49	1,090	1,112	1		0	922	3,886	3,964	1,234
D3	1,504	1,534	898	2,910	2,968	0	3,450	3,519	170	2,300	2,346	3		0	3,160	10,164	10,367	4,231
D4	1,837	1,874	486	2,662	2,715	0	2,964	3,023	92	2,200	2,244	2		0	1,711	9,663	9,856	2,292
D5	4,022	4,102	599	2,300	2,346	0	5	5	113	2,875	2,933	2		0	2,106	9,202	9,386	2,820
D6	1,349	1,376	561	5	5	0	2,300	2,346	106	2,875	2,933	2		0	1,975	6,529	6,660	2,644
All Districts	11,037	11,258	3,742	14,262	14,547	0	12,024	12,264	706	12,470	12,719	14	0	0	13,165	49,793	50,789	17,627
D9							693			693	693			693		1,386	1,386	
Total	11,037	11,258	3,742	14,262	14,547	0	12,717	12,264	706	13,163	13,412	14	0	693	13,165	51,179	52,175	17,627

	FY17			FY18			FY19			FY20			FY21			Sum		
	FY16$	FY16$	Addt'l	FY16$	FY16$	Addt'l	FY16$	FY16$	Addt'l	FY16$	FY16$	Addt'l	FY16$	FY16$	Addt'l	FY16$	FY16$	Addt'l
Systems Planning		2,632			1,186			1,218			1,313						6,349	
D1	433	433	0	233	233	0	233	233	0	233	233	0		0	0	1,132	1,132	0
D2	233	233	0	233	233	0	233	233	0	233	233	0		0	0	932	932	0
D3	233	233	0	135	135	0	233	233	0	200	200	0		0	0	801	801	0
D4	707	707	0	119	119	0	53	53	0	181	181	0		0	0	1,060	1,060	0
D5	433	433	0	233	233	0	233	233	0	233	233	0		0	0	1,132	1,132	0
D6	593	593	0	233	233	0	233	233	0	233	233	0		0	0	1,292	1,292	0
All Districts	2,632	2,632	0	1,186	1,186	0	1,218	1,218	0	1,313	1,313	0	0	0	0	6,349	6,349	0
D9																0	0	
Total	2,632	2,632	0	1,186	1,186	0	1,218	1,218	0	1,313	1,313	0	0	0	0	6,349	6,349	0

	FY17			FY18			FY19			FY20			FY21			Sum		
	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l
Restoration		124,457			90,997			92,659			97,741			109,570			515,424	
D1	26,163	26,686	8,007	13,214	13,478	1,391	2,525	2,576	2,306	7,902	8,060	2,726		0	15,490	49,804	50,800	29,921
D2	490	500	7,952	10,311	10,517	1,381	7,909	8,067	2,291	13,001	13,261	2,707		0	15,384	31,711	32,345	29,714
D3	16,791	17,127	7,123	22,395	22,843	1,238	15,203	15,507	2,052	12,660	12,913	2,425		0	13,781	67,049	68,390	26,619
D4	17,385	17,733	15,682	17,765	18,120	2,725	23,827	24,304	4,517	18,533	18,904	5,339		0	30,340	77,510	79,060	58,604
D5	6,551	6,682	11,762	13,437	13,706	2,043	23,098	23,560	3,388	14,300	14,586	4,004		0	22,755	57,386	58,534	43,953
D6	500	510	4,694		0	815		0	1,352	8,312	8,478	1,598		0	9,081	8,812	8,988	17,540
All Districts	67,880	69,238	55,219	77,122	78,664	9,594	72,562	74,013	15,906	74,708	76,202	18,800	0	0	106,831	292,272	298,117	206,351
D9	1,335			1,335	2,739		2,655	2,739		2,562	2,739			2,739		7,887	10,956	
Total	69,215	69,238	55,219	78,457	81,403	9,594	75,217	76,752	15,906	77,270	78,941	18,800	0	2,739	106,831	300,159	309,073	206,351

	FY17			FY18			FY19			FY20			FY21			Sum		
	FY16$	FY16$	Addt'l	FY16$	FY16$	Addt'l	FY16$	FY16$	Addt'l	FY16$	FY16$	Addt'l	FY16$	FY16$	Addt'l	FY16$	FY16$	Addt'l
Early Development		602			320			300			300						1,522	
D1	210	210	0		0	0		0	0		0	0		0	0	210	210	0
D2	90	90	0	20	20	0		0	0		0	0		0	0	110	110	0
D3	302	302	0	300	300	0	300	300	0	300	300	0		0	0	1,202	1,202	0
D4		0	0		0	0		0	0		0	0		0	0	0	0	0
D5		0	0		0	0		0	0		0	0		0	0	0	0	0
D6		0	0		0	0		0	0		0	0		0	0	0	0	0
All Districts	602	602	0	320	320	0	300	300	0	300	300	0	0	0	0	1,522	1,522	0
D9																0	0	
Total	602	602	0	320	320	0	300	300	0	300	300	0	0	0	0	1,522	1,522	0

	FY17			FY18			FY19			FY20			FY21			Sum		
	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l	FY16$	FY16$+2%	Addt'l
Strategic Initiatives		40,438			23,874			20,272			22,000			22,000			128,584	
D1	1,360	1,360	3,332	6,954	6,954	-62	555	555	-6	1,556	1,556	1,315		0	0	10,425	10,425	4,579
D2	10,290	10,290	3,332	10,330	10,330	-92	6,590	6,590	-70	5,488	5,488	1,315		0	0	32,698	32,698	4,485
D3	8,770	8,770	3,332	400	400	-4	2,545	2,545	-27	1,074	1,074	1,315		0	0	12,789	12,789	4,616
D4	1,331	1,331	3,332	2,200	2,200	-20	6,421	6,421	-68	2,024	2,024	1,315		0	0	11,976	11,976	4,559
D5	627	627	3,332	1,285	1,285	-11	2,251	2,251	-24	1,250	1,250	1,315		0	0	5,413	5,413	4,612
D6		0	3,332	1,895	1,895	-17	1,100	1,100	-12	1,700	1,700	1,315		0	0	4,695	4,695	4,618
All Districts	22,378	22,378	20,000	23,064	23,064	-206	19,462	19,462	-206	13,092	13,092	7,892	0	0	20,984	77,996	77,996	27,469
D9	-1,940	-1,940		810	1,016		810	1,016		810	1,016			1,016		490	2,124	
Total	20,438	20,438	20,000	23,874	24,080	-206	20,272	20,478	-206	13,902	14,108	7,892	0	1,016	20,984	78,486	80,120	27,469

	FY17			FY18			FY19			FY20			FY21			Sum		
	FY16$	FY16$+2%	Share%	FY16$	FY16$+2%	Share%	FY16$	FY16$+2%	Share%	FY16$	FY16$+2%	Share%	FY16$	FY16$+2%	Share%	FY16$	FY16$+2%	Share%
District Targets		246,012			180,511			191,975			185,841			185,138			938,585	
D1	30,666	49,187	19.8%	25,060	27,685	15.7%	8,931	14,428	7.7%	13,491	19,654	11.0%	0	23,646	15.0%	78,148	130,169	14.5%
D2	12,648	28,643	11.6%	35,919	38,445	21.7%	20,867	27,023	14.4%	24,524	31,679	17.7%	0	21,350	13.5%	93,958	139,755	15.5%
D3	36,121	57,044	23.0%	34,391	37,791	21.4%	30,481	38,235	20.3%	23,682	31,298	17.4%	0	25,108	15.9%	124,675	181,108	20.1%
D4	28,069	55,390	22.3%	31,094	35,582	20.1%	39,627	49,964	26.5%	29,910	40,903	22.8%	0	39,640	25.1%	128,700	211,633	23.5%
D5	14,172	36,703	14.8%	20,279	23,775	13.5%	30,587	38,555	20.5%	22,958	31,469	17.5%	0	31,064	19.7%	87,996	154,673	17.2%
D6	9,077	20,977	8.5%	11,963	13,479	7.6%	13,283	20,014	10.6%	16,916	24,403	13.6%	0	16,913	10.7%	51,239	83,478	9.3%
All Districts	130,753	247,944	100.0%	158,706	176,756	100.0%	143,776	188,220	100.0%	131,481	179,405	100.0%	0	157,721	100.0%	564,716	900,816	100.0%
D9	-605	-1,940		2,145	3,755		5,080	3,755		4,840	6,433		0	6,433		11,460	16,774	
Total	130,148	246,004	100.0%	160,851	180,511	100.0%	148,856	191,975	100.0%	136,321	185,838	100.0%	0	164,154	100.0%	576,176	917,590	100.0%

Notes:

This color means ITD-2101 Advanced Construction programmed for conversion not escalated for inflation

Programmed costs in FY16$ columns reconcile to October Blue Book

Programmed costs in FY16$+2% columns assume every eligible project requires 2% for inflation (see AC caveat above)

Calculations use project proportions by program|year for reductions and formula targets for additions

This color means District Target

Expect MAP-21 Reauthorization prior to Christmas

Expect new state fund forecast prior to Christmas

Delta Share	
D1	-0.5%
D2	2.0%
D3	4.2%
D4	-1.6%
D5	-2.5%
D6	-1.5%
	0.0%

3. Prioritized projects will begin the obligation, advertising and award process through the Contracting Services section on or after August 1st of each year. This process normally takes 75-100 days to complete. The Idaho Transportation Board has directed that there be no projects awarded a construction contract in advance of the beginning of a Federal Fiscal Year that does not have a highway act or continuing resolution.
    a. All district managed infrastructure construction projects should be advertised not later than February 15th of each federal fiscal year. Admin Policy 5011 states; "The Engineering Services Division Administrator or delegate shall commit all unused funding to priority projects throughout the year."

4. Office of Transportation Investments (OTI) will obligate future federal fiscal year funding based on the PS&E estimate for the project using the federal convention of "Advance Construction" at the time a project is advertised. It is to be noted that this does not commit the Department to a project; rather it is used to gain FHWA approval of a project.
    a. FS will set up the budget in Cost Accounting based on this approved obligation.

5. Once bids for a given project have been received, the cash flow schedule from PSS will be reviewed against actual federal obligational authority. Once this is complete, the Obligation for a particular project will be adjusted to match the Detailed Estimate Obligation. That obligation adjustment transaction will also determine if part or the entire "Advance Construction" obligation is converted to a current obligation. It is required that at least an amount sufficient to fund the first 90 days of cash flow be converted to an obligation prior to the contract being signed. If there is not sufficient federal funding available for 90 days of cash requirements, then the Engineering Services Division Administrator, in consultation with the Controller, will determine if the contract proceeds.
    a. FS will adjust the project obligation based on the updated ITD-2101 (Project Authorization and Agreement) amount from the successful bid including contingency.

6. OTI will ensure that the total of current obligation and "advance construct" obligation to be converted does not exceed the full anticipated amount for any given federal fiscal year.

7. Contract awards are made to the contractor with the successful bid.
    a. Contracts will not be awarded on any project in advance of the start of the construction federal fiscal year without Idaho Transportation Board authorization and available current year funding or ability to AC.

8. OTI will monitor the projects with any "advance construct" obligation, and convert them to fully funded obligation as obligation authority is received from FHWA. OTI will report balances monthly and distinguish between AC with a contract awarded vs. AC for contract advertisement by federal fiscal year.

9. Within a federal fiscal year, the use of Advance Construct obligation is authorized to meet bid schedules.

10. OTI, FS, Contracting Services, and Planning Services will meet monthly to review project obligation status, cash flow, and contracting schedule. This will ensure that commitments/contracts will not be made without federal funding authority.

Metrics

Planning Services Section will report monthly on the percentage of projects with contract obligations in the subsequent Federal Fiscal Year as compared to previous fiscal years. The baseline number of construction projects will be determined from the prior year Board approved STIP (i.e. FFY 16 projects determined from the Sept. 2015 Board approved STIP). This baseline number also matches the number displayed on ITD's Dashboard Dial for Percent of Highway Project Designs completed on time. The following is the analysis of this information as of the end of March 2014.

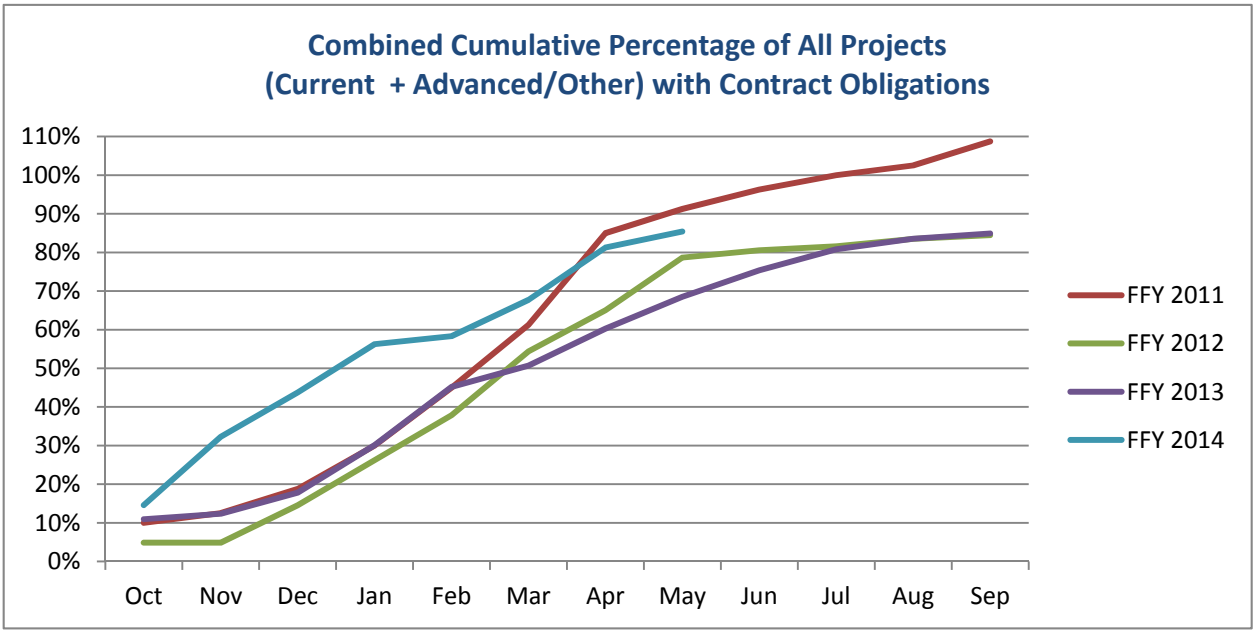
Cumulative Percentage of Current-Year Projects with Contract Obligations

	Original Board Approved Infrastructure Projects	Infrastructure Projects with Contract Obligations	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
FFY 2011	80	70	10%	13%	19%	30%	45%	59%	75%	81%	83%	86%	88%	88%
FFY 2012	103	84	5%	5%	15%	26%	38%	54%	65%	79%	80%	80%	81%	82%
FFY 2013	73	51	11%	12%	18%	30%	45%	51%	59%	66%	67%	68%	70%	70%
FFY 2014	96	76	14%	30%	42%	54%	56%	66%	76%	79%				

Combined Cumulative Percentage of All Projects (Current + Advanced/Other) with Contract Obligations

	Original Board Approved Infrastructure Projects	Board Approved Infrastructure Projects with Contract Obligations	Board Approved + Additional Infrastructure Projects with Contract Obligations	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
FFY 2011	80	70	87	10%	13%	19%	30%	45%	61%	85%	91%	96%	100%	103%	109%
FFY 2012	103	84	87	5%	5%	15%	26%	38%	54%	65%	79%	81%	82%	83%	84%
FFY 2013	73	51	62	11%	12%	18%	30%	45%	51%	60%	68%	75%	81%	84%	85%
FFY 2014	96	76	82	15%	32%	44%	56%	58%	68%	81%	85%				

COMBINED CUMULATIVE PERCENTAGE OF ALL PROJECTS (CURRENT + ADVANCED/OTHER) WITH CONTACT OBLIGATIONS



SECTION III – Program Update Process

Summary of the Program Update Process

Program Organization

Executive management and the Idaho Transportation Board (Board) create and fund a series of programs within the Idaho Transportation Investment Program to accomplish specific objectives. Example programs and abbreviated objectives include:

- Pavement Preservation - maintain the pavement riding surface
- Bridge Restoration – build and reconstruct highway bridges
- Urban - maintain local highways in urban areas

A team of engineers and/or planners with expertise in each program area manage each of these programs. These program teams:

1. Determine the specific objectives for their program,
2. Determine the engineering requirements for specific project types to cost effectively and efficiently meet these objectives,
3. Collect data, analyze, and report on the condition of the system within their area,
4. Make recommendations to management on funding required to meet objectives,
5. Recommend which projects to fund to meet the objectives of their program, and
6. Manage program budgets and delivery milestones as projects are developed and delivered for construction.

Constituents of each program generally represent regions of the state such as Department Districts One through Six for the State Highway System (SHS) or the six metropolitan planning areas and the Local Highway Technical Assistance Council (LHTAC) representing the urban areas of the Local Highway System (LHS). Formulae are used to target funds between regions to manage "equity", i.e. there is a healthy tension between program performance and regional equity of funding.

System Condition

Program teams collect data, analyze, and report on the system condition within their program area throughout the year. This assessment is used at the beginning of each annual Program Update cycle by management and the Board to review and focus program priorities and set funding levels.

Program Revenue

The Idaho Transportation Investment Program is funded from several sources:

1. Federal transportation acts provide apportionments (previously SAFETEA-LU for FY2005- 2012, MAP-21 for FY13 and FY14),
2. Federal apportionment levels for FY16 through FY20 are estimated at FY14 MAP-21 levels,
3. Annual federal appropriation acts provide authority to obligate these apportionments (avg.~90% of annual apportionments),
4. State and local funds to match federal aid (avg. 92% F.A. and 8% state or local match),
5. Annual federal project-specific discretionary awards or prior congressional earmark awards,
6. Private funding; e.g., through Idaho State Tax Anticipated Revenue (STAR) legislation,
7. Grant Anticipation Revenue Vehicle (GARVEE) bond proceeds provide no net additional funds as debt service uses future federal funds, and
8. State funds for Capital Construction on the State Highway System.

Five-year forecasts of these funds are updated each December. These forecasts are used at the beginning of each annual Program Update cycle by management and the Board to review and focus program priorities and funding levels.

Project Solicitations and Submittals

The annual Program Update Manual captures and communicates the Program Teams', management's, and the Board's objectives, priorities, and funding levels to constituencies throughout the state including:

1. Department Districts One through Six and headquarters,

2. Six Metropolitan Planning Areas (five metropolitan planning organizations), and

3. The Local Highway Technical Assistance Council.

These constituencies, in turn, are composed of other constituencies and so-on. Through this process, the request for project solicitations reaches individual project managers who create project scopes, budgets, and delivery schedules that meet the objectives, priorities, and funding levels as requested by the Board, and corridor goals as established in continual corridor planning activities with the general public and other transportation stakeholders. The Program Teams for statewide competitive programs such as the Transportation Alternatives Program and Congestion Mitigation and Air Quality (CMAQ) may solicit projects directly from cities, counties, and local highway districts.

These project submittals travel back up the constituency chain for review and approval at each stage including local councils and local boards until they reach the Program Teams prior to the June Board workshop.

Program Review

The overall program of projects is analyzed by each Program Team to determine if the recommended projects meet the objectives, fiscal constraint, and other guidance as determined by the Board for each program. There are usually budget overages and underages by program, region, and year caused by project size and delivery schedule of the individual projects of which each program is composed.

Any inconsistencies in the Draft Program which prevent it from fully meeting program objectives, fiscal constraint, or applicable regional equity to the maximum extent possible given project submittals could be resolved through Statewide or District-level Program Balancing meetings where individual constituencies can collaboratively modify project delivery schedules between years and programs to deliver as many of the submitted projects as possible. In recent years, however, the draft program as initially submitted has been in sufficient balance to not require additional statewide or district-specific balancing meetings.

This Draft Program is reviewed and modified by management at the end of May and by the Board in June. The Draft Program is then made available to the general public in the Draft Statewide Transportation Improvement Program (STIP) *Federal Approval Format* document for review and comment in July. Modifications to the Draft Program due to public comment and end-of-year delivery of the Approved Program are made in August.

At this point, the Draft Program becomes the Recommended Program. The Recommended Program is reviewed and modified by management at the end of August and reviewed and approved by the Board in September.

The Approved Program is input into our budgeting and obligation systems in October and then submitted to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in the Recommended STIP document. Final STIP approval by these administrations generally occurs in December. The next annual Program Update cycle then begins.

Program Update Procedures

1. The Update of the FY 2017 – 2021 Program will be accomplished using the OTIS Program Update matrix which is quite similar to the legacy ITIP application used in previous years. See the OTIS User Manual for assistance on its use. Training was scheduled for users mid-January.

2. We have added a memo field in OTIS to hold a brief description of the scope of each project in layman's terms. This field will show on the map of projects created for the public involvement period and within the STIP itself. Please take time to fill out this field.

District Users

1. In late January OTI will provide each District a base within OTIS of the program as the initial start of their Draft Program submittal. Each District Senior Transportation Planner, or person assigned responsibility for the submittal of the Update, should create a working copy to make changes to their program; either modifying existing projects scope, schedule, and budget or for entering new projects.

   You will be notified when these bases are available for use.

2. Each District will have entered their Early Development projects into OTIS by March 1st. Each District and COMPASS will have completed all other changes to their working copy no later than April 1, 2016. Please contact OTI to make changes to your submittal after this date.

3. A memo explaining significant project changes or critical information to the programming of projects should also be submitted on April 1. This submittal memo is to list justification for program and project changes. This information will be used to support the requested changes or scheduling of the projects when the Program is presented to management and the Board. Include any other pertinent information that would support or explain Program requests. Include public comments or requests, deficiency information, inter-agency agreements, or any other information supporting the District's requested Program changes.

   Removed projects should be listed and an explanation provided as to why they were removed from the Program. Projects that are advanced or delayed should be highlighted in the memo. Justification for cost changes in excess of 2% for inflation should be justified in the memo.

After District Submittal

1. Planning Services will quality control the District submittals and compare to PSS scope, schedule, and budgets the first two weeks of April. They will control the content of the public description field. They will complete these tasks by April 15.

Statewide Submittal

1. OTI will merge the individual working copies created in the above steps into a single statewide submittal. They will make working copies for Aeronautics, Public Transit, LHTAC, TAP/ADA Curb Ramps, and the Urban Balancing Committee.

2. Aeronautics, Public Transit, LHTAC, TAP/ADA Curb Ramps will make changes to their working copy for submittal by May 1. The Urban Balancing Committee will fill out their submittal live during their April balancing meeting. These constituents should contact OTI for changes to their program after the May 1 due date.

Draft Program Submittal

1. OTI will merge the statewide working copies into the Draft Program submittal. This submittal will be used for reports and analysis provided for the June Workshop.

Recommended Program Submittal

1. OTI will create a working copy to enter changes due to public involvement and the FY16 end-of-year. This copy will be used to report to the Board for approval in September.

Approved Program Download

1. OTI will add the final changes made to the program post-Board review to the Recommended Program submittal. This copy will then be downloaded as the new Approved Program around October 1st.

STIP/TIP Amendment and Administrative Modification Process
Idaho Transportation Department
Office of Transportation Investments

Purpose

This document establishes the **process** followed by the Idaho Transportation Department in amending the Idaho Statewide Transportation Improvement Program (STIP). Included are **criteria** considered in determining whether a STIP change is handled as an ***amendment*** or as an ***administration modification***. Criteria may include limits or thresholds that help dictate the handling of the change. This document also shows the processing workflow for changes to projects both within and outside of metropolitan planning areas.

Legal Authorities and Guidance

23 CFR §450.104	***Definitions***
23 CFR §450.206	***Scope of the statewide transportation planning process***
23 CFR §450.208	***Coordination of planning process activities***
23 CFR §450.210	***Interested parties, public involvement, and consultation***
23 CFR §450.216	***Development and content of the statewide transportation improvement program (STIP)***
23 CFR §450.218(b)	***Self-certifications, Federal findings, and Federal approvals***
ITD Policy 4001	***Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts***
ITD Policy 4011	***Idaho Transportation Investment Program***

Definitions (from 23 CFR §450.104)

Administrative modification - means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment - means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

Design scope - means the aspects that will affect the proposed facility's impact on the region, usually as they relate to vehicle or person carrying capacity and control (e.g., number of lanes or tracks to be

constructed or added, length of project, signalization, safety features, access control including approximate number and location of interchanges, or preferential treatment for high-occupancy vehicles).

Revision - means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an “amendment,” while a minor revision is an “administrative modification.”

Criteria for STIP Amendments vs Administrative Modifications

A key feature of a process document regarding changes to the STIP are that it includes clear criteria to guide the decision whether to process a STIP change as an amendment or as an administration modification.

Coupled with this is an understanding that ITD’s criteria for determining the processing of a STIP change is ***independent*** of the criteria used by a metropolitan planning organization (MPO) for treating changes to TIP’s for projects in their planning areas. In other words, the process followed by the state DOT – whether amendment or administrative modification – may differ from the handling chosen by the MPO through application of their amendment or administration modification policy.

State DOT (ITD) Criteria for STIP Amendments vs Administrative Modifications	**Amendment**	**Administrative Modification**
1. Adding a new non-grouped project into the 4-year STIP;	X	
2. Removing a non-grouped project within first four years of the approved STIP;	X	
3. Adding or Removing projects that are exempt (per Title 40 §93.126) and/or that have air quality implications; and	X	
4. Make major changes to one or more projects using the below guidelines for 'Major Changes'.	X	
• Either the percentage change to an individual project's Total Project Cost greater than 30%, or the project's Total Project Cost changes by at least $2,000,000.		
• Cost changes to one or more grouped projects result in a percentage change to the group control total of at least 30%, or a dollar cost change to the group control total of at least $2,000,000.		
• Change in funding across modes (i.e. funding source changes from highway to transit or vice versa), unless the project is grouped.		
• Major changes in project scope (e.g. number of through traffic lanes).		
• Changes in project location limits greater than a net 0.25 miles and/or which trigger an air quality conformity amendment.		
• Changes to a project that affect air quality conformity demonstration		
5. Any project changes other than those described in Items 1 through 4.		X

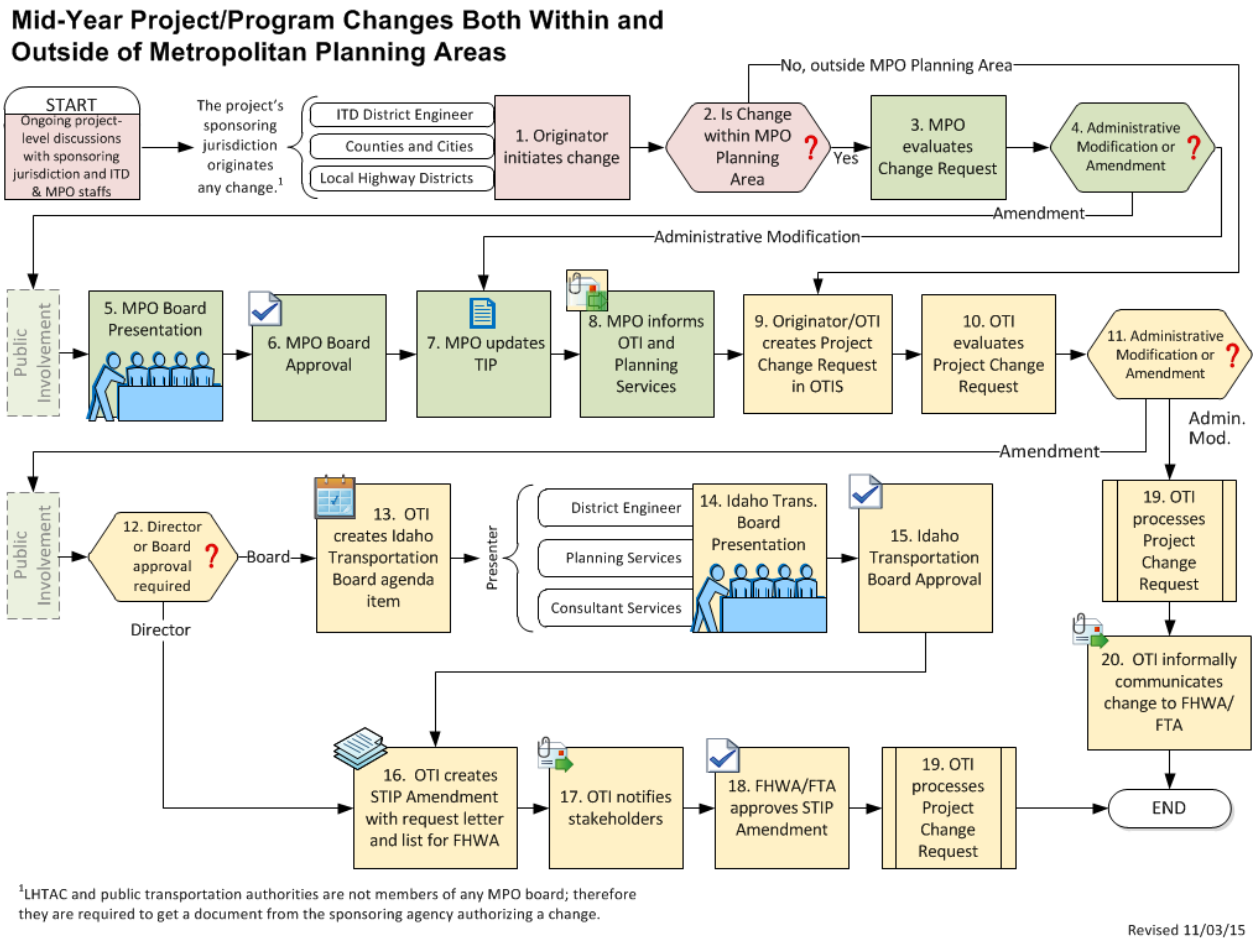
Additionally, any corrections to errors in the STIP will be handled as Administrative Modifications. These include corrections to:

- Improvement type
- Project limits
- Functional classification
- Typographical errors
- Transposed numbers

Processing of Changes to the STIP

The processing of changes to the STIP can be categorized based on whether they are for projects within or outside of a metropolitan planning area, and whether the change to the STIP meets the criteria for an Amendment or an Administrative Modification.

The following exhibit (which is repeated in the appendix at a larger scale) shows the handling for STIP changes keeping in mind the considerations listed above:



Handling of STIP Project Changes

Changes to projects in metropolitan planning areas must be initiated by the ITD District Engineer, Local Highway Districts, or representatives of the requesting city or town through communications with the appropriate MPO. Changes to projects in all other areas are initiated with requests directed to the Office of Transportation Investments.

The steps of this process are as follows:

1. The Originator (ITD District Engineers, or representatives from counties, cities or local highway districts) initiates a Change Request.

2. If the Change Request is for a project in an MPO planning area, handling of this request passes to the corresponding MPO. Otherwise the Change Request is directly forwarded to the Office of Transportation Investments (Step 9 in this process).

MPO Processing

3. The MPO evaluates the Project Change Request.

4. Based on their Amendment vs Administrative Modification criteria, the MPO decides whether to process the change as an Administrative Modification or Amendment.

   (Note: If an Administrative Modification, the MPO's Executive Director or delegate follows their handling procedures for this type of change and skips forward to Step 7 of this process.)

5. If an **Amendment**, the MPO prepares a Change Request item, applies their Public Involvement process, and presents the item to their policy board for approval.

6. The Policy Board for the MPO approves the TIP **Amendment**.

7. Following process of their TIP Amendment or Administrative Modification, the MPO Updates their TIP.

8. The MPO informs ITD's Office of Transportation Investments (OTI) and Planning Services groups of the successful change.

ITD Processing

9. The MPO – in the case of Change Requests to projects in the MPO planning area – or the Change Request Originator/OTI for all other Change Requests, creates the Project Change Request within the OTIS information management system maintained by ITD.

10. OTI evaluates the Project Change Request.

11. Based on ITD's Amendment vs Administrative Modification criteria, OTI decides whether to process the change as an Administrative Modification or Amendment.

    (Note: If the change qualifies as an Administrative Modification, processing skips forward to Step 20 of this process.)

12. If an Amendment is required, OTI applies their Public Involvement process, and determines whether Idaho Transportation (IT) Board approval is required based on overarching ITD Administrative and Board policies.

13. If IT Board Approval is required, OTI creates an Idaho Transportation Board agenda item. If IT Board Approval is not required, the process skips to Step 16.

14. The Project Change board item is presented to the IT Board by the District Engineer or the Planning Services or Consultant Services sections.

15. The IT Board approves the Project Change.

16. OTI creates the STIP Amendment request letter and attachments for transmittal to the FHWA and FTA.

17. OTI notifies all stakeholders.

18. The FHWA and FTA approve the STIP Amendment Request and forwards their response to ITD.

19. OTI completes processing of the Project Change by updating the project record in the OTIS information management system. The status of approved Amendments are reflected in changes to ITD's website.

20. ITD Program Changes through Administrative Modifications are communicated to the FHWA and FTA on a regular and consistent basis.

The following guidance is used in Step 12 to determine whether an Amendment type of change requires Board Approval or approval by the Director or his delegate:

Type of Change	IT Board Consent*	STIP Amendment Request
Addition/deletion of individually identified projects	Yes	Yes
Major scope and costs changes (cost, work, location)	Yes	Yes
Major changes to Group Control Totals	No	Yes
Project advance/delay within first 4 years	Yes	No
Project advance/delay outside of first four years	Yes	Yes
Transfer of funds between FHWA and FTA	No	Yes
*Note: as per Idaho Transportation Board Policy 4011, IT Board Consent is not required for changes to projects in the Pavement, Bridge, or Strategic Initiatives. Changes to projects in these programs may be approved by the ITD Director or his delegate. Federal considerations still apply regarding the processing of STIP amendments for these changes.		

Correspondence Regarding STIP Changes

ITD processing of ***Administrative Modifications*** to the STIP are communicated to the Federal Highway Administration and Federal Transit Administration on a regular and consistent basis. These communications may occur as often as monthly (if warranted by the volume of changes) or at a minimum, quarterly. Communications are accomplished through electronic mail and will be from the Manager, Office of Transportation Investments or delegate.

Requests to modify the Statewide Transportation Improvement Program through ***Amendments*** are made in writing to the administrators of the Federal Highway Administration and Federal Transit Administration or their delegates. These requests from ITD to the FHWA and/or FTA are signed by the Idaho Transportation Department Director or delegate.

IT Board items regarding amendments for changes that originate within the metropolitan planning organizations will reference the relevant MPO Policy Board action or executive director action, whichever pertains.

Amendment Request Letters will reference review and decisions made by MPO Policy Board, executive directors, and/or IT Board as appropriate.

ITD Transportation Board Policy 4001 titled "Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts" states:

> ***Delegated Authority***
> *The Director or delegate shall approve contracts, agreements, and grants, and is authorized to sign all contracts, agreements, and grants required for the proper functioning of the Idaho Transportation Department. Signing authority may be delegated to Executive Officers, Division Administrators, District Engineers, and Section Managers when acting within their jurisdictional duties. Any authority so delegated shall conform to all applicable laws, rules, and regulations. Such authority shall not be exercised by the delegate in the event of a conflict of interest or if apparent personal gain is evidenced.*

For the purposes of the administrative handling of STIP amendment requests, the ITD Director delegates signatory authority to the Section Manager responsible for the development and upkeep of the STIP.

End of Year Process

Formula Apportionments

The program is created at the level of federal apportionments plus match estimated for receipt over the next five years. Apportionments are provided via long term transportation acts (e.g., MAP-21) or extensions to those acts. There are dozens of apportionments with quite specific eligibility requirements (e.g., population, work, or road system). Most apportionments carryover for three years.

Obligation Authority (OA)

The authority to obligate these apportionments with the federal government is provided in annual Appropriation Acts or continuing resolutions to these acts. Formula OA expires at the end of the fiscal year (September 30). The authority provided to obligate apportionments with the federal government is most often less than the annual apportionments received. Prior to MAP-21, OA has run about 93% of apportionments. This means that on average only 93% of programmed projects may be obligated in a given year. Over the two years of MAP-21, however, OA has been about 99% of annual apportionments.

Redistribution of OA Not Used by Other States

Some states may be penalized for not being able to follow all federal guidelines or may not be able to utilize all of the OA provided to them. The FHWA distributes this OA to the other states about the second week of September. Receipt for Idaho has ranged between $2 and $14 million.

End-of-Year Plan

An end-of-year plan is created annually and presented to the Board in August to demonstrate and ensure full utilization of OA provided to Idaho by the end September. All scheduled preliminary engineering and right-of-way dollars that have not yet been obligated are swept on July 1st to be reprogrammed within the end-of-year plan. All unobligated funds (including construction) are swept for reprogramming via the end-of-year plan on August 1st. Only projects on the end-of-year plan will be obligated after August 1st.

OTI and Planning Services will request project needs in July from constituents for inclusion in the end-of-year plan. Requests must be received by August 1st. Projects will be prioritized by constituents within each program.

After receipt of “Redistribution” OTI will calculate the ratio of OA to Apportionments. As possible, each program will receive that ratio of the funds made available to each program at the beginning of the year. In other words, if the available funds for the Local Rural program were $12.24 million in the ITIP and OA is 95% of apportionments then the Local Rural program would receive a maximum of $11.63 million.

SECTION IV - Program Descriptions

There are a variety of programs the department and/or the FHWA uses to accomplish our mission. Each Program is outlined in the following pages in program order. Please contact Planning Services, OTI, or the SME with any questions or suggestions for making the Program Update Packet more useful to you. Program descriptions have been reformatted differently from FHWA Fact Sheets this year to hopefully delineate information more readily.

PROGRAM SUBJECT MATTER EXPERTS
Master Contact List

Program	SME	Phone	SME	Phone
ADA Pedestrian Curb Ramp	Jared Holyoak	334-8168	Ken Angel (ADA)	334-8884
Bridge Off-System	Scott Ellsworth	344-0565	Craig Herndon	344-0565
Bridge Preservation	Matt Farrar	334-7538		
Bridge Restoration	Matt Farrar	334-7539		
Congestion Mitigation & Air Quality	Brian Shea	334-8828		
Early Development	Glenda Fuller	334-8217	Tom Points	334-8253
Emergency Relief	Nathan Hesterman	334-8263		
Federal Lands Access	Nathan Hesterman	334-8263		
Federal Rail-Highway Crossing	Barbara Waite	334-8522	Monica Crider	334-8502
Highway Safety Improvement Program Projects	Glenda Fuller	334-8217	Tom Points	334-8253
Idaho Airport Aid Program	Bill Statham	334-8784	Mike Pape	334-8788
Idaho Port of Entry WIM/AVI	Pat Carr	334-4426		
Local Highway Safety Improvement Program	Laila Kral	344-0565	Kevin Kuther	344-0565
Metropolitan Planning	Maranda Obray	334-8483	Sonna Lynn Fernandez	334-8209
Pavement Preservation (Commerce)	Tom Points	334-8253	Caleb Lakey (TAMS)	334-8841
Pavement Preservation (Non-Commerce)	Tom Points	334-8253	Caleb Lakey (TAMS)	334-8841
Pavement Restoration	Caleb Lakey (TAMS)	334-8841	Ken Angel (ADA)	334-8884
Public Transportation	Mark Bathrick	334-8210		
ST Projects & Intersections	Tom Points	334-8253		
State Board Unallocated	Nathan Hesterman	334-8263		
State Planning & Research (SPR)	Ned Parrish	334-8296	Monica Crider	334-8502
State Railroad Crossing	Barbara Waite	334-8522	Monica Crider	334-8502
STP Local Bridge Program	Scott Ellsworth	344-0565	Craig Herndon	344-0565
STP Local Rural Program	Scott Ellsworth	344-0565	Craig Herndon	344-0565
STP Local Urban	Nathan Hesterman	334-8263		
STP Transportation Management Area	Toni Tisdale	475-2238	Maranda Obray	334-8483
Strategic Initiatives	Glenda Fuller	334-8217	Tom Points	334-8253
Systems Support	Nathan Hesterman	334-8263		
Transportation Alternatives	Jared Holyoak	334-8168	Monica Crider	334-8502
Transportation Alternatives TMA	Toni Tisdale	475-2238	Maranda Obray	334-8483

Pavement Preservation (Commerce) Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Tom Points
Transportation Systems Engineer
334-8253

Caleb Lakey
Asset Management Engineer (TAMS)
208-334-8841

Funding Sources
- Surface Transportation Program (STP)-State
- National Highway Performance Program (NHPP)
- State Funds (ST)

Available Funding
Avg. $43.4 million annually over 5 years.

OA Distribution
90% initial, included in District Target Formula

Federal Participation
- Interstate 92.27%
- Non-Interstate 92.66%
- ST 0%

Matching Funds
- State Match Account

Program Length
5 Years

PROGRAM PURPOSE

The purpose of the Pavement Preservation Program is to employ a planned strategy of cost-effective treatments to the surface of a structurally sound roadway that preserves the system, retards future deterioration, and maintains or improves the functional condition of the commerce route system without substantially increasing structural capacity.

PROGRAM BENEFIT

The Commerce Route Pavement Preservation Program benefits Idaho by protecting the current pavement structure, lessening the rate of pavement deterioration, correcting surface deficiencies, reducing permeability and improving the ride quality of the pavement on roads with higher commerce related traffic (greater than or equal to 300).

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Pavement Preservations projects are selected by each ITD District. Data from ITD's Pavement Management System, found in the Transportation Asset Management System (TAMS), assists Districts in prioritizing, selecting, and cost estimating projects. A map of the Commerce routes in the system is available at:
http://iplan.maps.arcgis.com/home/webmap/viewer.html?webmap=5ce5d271943c43cfb4ee0ad04831425e

ELIGIBLE PROJECTS

- Micro surfacing
- Seal coats
- Thin Plantmix seal or overlays less than 0.15' (1.8") in thickness
- Grooving and grinding of minor surface irregularities
- Scrub coating or milling
- Fog Coat
- Crack sealing
- Joint repair
- Patching
- Shoulder repair

INELIGIBLE PROJECTS

FUNDING ALLOCATION

Funding guidelines are based upon each District's share of statewide pavement preservation needs as modeled in TAMS. Additional funding target information will be available from the Office of Transportation Investments in January 2016.

REFERENCES

- Administrative Policy 5011: Idaho Transportation Investment Program
- Administrative Policy 5045: State Institution Road Improvement
- Board Policy 4011: Idaho Transportation Investment Program
- Board Policy 4045: State Institution Road Improvement
- Idaho Code 40-310(14) and 40-702
- Roadway Design Manual
- Design-Build Manual
- Pavement Rating Manual
- Best Management Practices Manual

PROJECT GUIDELINES

For projects programmed in FY2020 and forward, Commerce Route Preservation funds will only be applied to roadways with a Commercial Annual Average Daily Traffic (CAADT) of 300 or more.

Use the following guidelines in developing Surface Coat projects:

- Rutting greater than 3/8" requires longitudinal smoothing in conjunction with the project.
- Smoothing can be scrub coating or milling.
- No safety upgrades are permitted. Roadway and safety features do not have to be upgraded on Preventative Maintenance projects since these are not improvement projects and are only maintaining the roadway as constructed.
- The pavement management system may recommend a surface coat (seal coats, fog seals, slurry seals, micro-resurfacing, etc.) when one or more of the following parameters are met:
    - Flexible pavement.
    - Crack index greater than or equal to 3.0 (may be lower based on road classification)
    - Rutting less than 0.5”
    - Roughness index greater than or equal to 3.0
    - Skid number less than 35.
    - Seven (7) years since last treatment.
- A seal coat waterproofs the surfaces, improves surface friction, seals small to medium sized cracks, and retards mix binder stripping and oxidation for up to 8 years.
- The pavement management system may recommend joint sealing on rigid pavements (Flexible (silicone or comparable) joint filler) when one or more of the following parameters are met:
    - Rigid pavement.
    - Pavement age greater than or equal to 7 years.
- Joint sealing is removing the existing seal and backer rods and reapplying a flexible sealant to the sawed joints of a rigid pavement that waterproofs the surface and keeps out incompressible material for up to 8 years. Joint sealing should be done usually 7 years after new construction and on a 7-year cycle thereafter. The existing pavement should be in good condition with very little secondary cracking.
- The pavement management system may recommend a grooving and grinding project on rigid pavements when one or more of the following parameters are met:

    - Skid number less than or equal to 35 (can be less based on pavement classification)
    - Rutting less than 0.5”(can be deeper based on pavement classification).
    - Pavement age greater than or equal to 7 years.
    - Roughness index greater than or equal to 2.5.
- Grooving and grinding is the correction of minor surface irregularities and improving skid resistance in a rigid pavement. Grooving and grinding should be done usually 7 to 10 years after new construction and on a 7-year cycle thereafter. The existing pavement should be in good condition with very little secondary cracking.

Use the following guidelines in developing Thin Plantmix Seals and Overlay projects:

- Maximum depth <0.15’ (1.8”) for Plantmix Seals and pavement. The pavement must be in good structural condition. The Plantmix Seal, also known as a thin plant mix overlay, is the highest type alternative available in the pavement preservation program, particularly when accompanied by surface milling.
- Rutting greater than 3/8" requires longitudinal smoothing in conjunction with the project.
- Smoothing can be scrub coating or milling.
- The pavement management system may recommend a thin overlay <0.15’ (1.8”) Plantmix maximum design depth when one or more of the following parameters are met:
    - Flexible pavement.
    - Crack Index above 2.5 (may be lower depending on road classification)
    - Roughness index greater than or equal to 2.75 (may be lower depending on road classification).
- Projects must have an 8 year minimum design life.
- Safety Improvements (guardrail upgrades, minor widening, signing, ITS, RWIS, sidewalks, etc. as defined by the safety program) may be companioned with minor surfacing projects; however, these non- paving improvements costs shall not be included in the cost of the minor surfacing program and shall be tracked in the Traffic Operations Program. The costs should be tracked in OTIS under the “Budget/Program Details” fields. Two separate line items should be created; one for “Preservation” and another for “Traffic Operations.”
- Per Federal Code, curb ramps and associated sidewalks must be updated to current ADA requirements on preservation projects. A database of deficient curb ramps can be obtained from the Office of Civil Rights.

Pavement Preservation (Non-Commerce) Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Tom Points
Transportation Systems Engineer
334-8253

Caleb Lakey
Asset Management Engineer (TAMS)
208-334-8841

Funding Sources
- Surface Transportation Program (STP)-State
- National Highway Performance Program (NHPP)
- State Funds (ST)

Available Funding
$18 million annually beginning in FY 2020.

OA Distribution
90% initial, included in District Target Formula

Federal Participation
- Interstate 92.27%
- Non-Interstate 92.66%
- ST 0%

Matching Funds
- State Match Account

Program Length
5 Years

PROGRAM PURPOSE

The purpose of the Pavement Preservation Program is to employ a planned strategy of cost-effective treatments that preserves the non-commerce system and retards future deterioration.

PROGRAM BENEFIT

The Non-Commerce Route Pavement Preservation Program benefits Idaho by protecting the current pavement structure, lessening the rate of pavement deterioration, and reducing permeability of the pavement on roads with lower commerce related traffic (less than 300 commercial annual average daily traffic (CAADT)). This allows more funding to be focused on roads that require more intensive treatments because of higher volumes of commercial traffic.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Pavement Preservations projects are selected by each ITD District. Data from ITD's Pavement Management System, found in the Transportation Asset Management System (TAMS), assists Districts in prioritizing, selecting, and cost estimating projects. A map of the Commerce routes in the system is available at:
http://iplan.maps.arcgis.com/home/webmap/viewer.html?webmap=5ce5d271943c43cfb4ee0ad04831425e

ELIGIBLE PROJECTS

- Micro surfacing
- Seal coats
- Grooving and grinding of minor surface irregularities
- Scrub coating or milling for rut filling only
- Fog Coat
- Crack sealing
- Joint repair
- Patching

INELIGIBLE PROJECTS

- No overlays

FUNDING ALLOCATION

Funding guidelines are based upon each District's share of non-commerce routes, defined as routes with less than 300 CAADT. The allocation, per district, is based on lane mileage of non-commerce routes and is estimated to be sufficient to sealcoat all the non-commerce routes on a 10 year cycle. The allocations, are as follows:

D1: $1.69M	D3: $3.01M	D5: $2.56M
D2: $2.63M	D4: $3.53M	D6: $4.57M

REFERENCES

- Administrative Policy 5011: Idaho Transportation Investment Program
- Administrative Policy 5045: State Institution Road Improvement
- Board Policy 4011: Idaho Transportation Investment Program
- Board Policy 4045: State Institution Road Improvement
- Idaho Code 40-310(14) and 40-702
- Roadway Design Manual
- Design-Build Manual
- Pavement Rating Manual
- Best Management Practices Manual

PROJECT GUIDELINES

For projects programmed in FY2020 and forward, non-commerce preservation funds will only be applied to surface treatments on roadways with a CAADT of less than 300.

Use the following guidelines in developing Non-Commerce Pavement Preventative Maintenance projects:

- Rutting greater than 3/8" requires longitudinal smoothing in conjunction with the project.
- Smoothing can be scrub coating or milling.
- No safety upgrades are permitted. Roadway and safety features do not have to be upgraded on Preventative Maintenance projects since these are not improvement projects and are only maintaining the roadway as constructed.
- The pavement management system may recommend a surface coat (seal coats, fog seals, slurry seals, micro-resurfacing, etc.) when one or more of the following parameters are met:
    - Flexible pavement.
    - Crack index greater than or equal to 3.0 (may be lower based on road classification)
    - Rutting less than 0.5”
    - Roughness index greater than or equal to 3.0
    - Skid number less than 35.
    - Seven (7) years since last treatment.
- A seal coat waterproofs the surfaces, improves surface friction, seals small to medium sized cracks, and retards mix binder stripping and oxidation for up to 8 years.
- The pavement management system may recommend joint sealing on rigid pavements (Flexible (silicone or comparable) joint filler) when one or more of the following parameters are met:
    - Rigid pavement.
    - Pavement age greater than or equal to 7 years.
- Joint sealing is removing the existing seal and backer rods and reapplying a flexible sealant to the sawed joints of a rigid pavement that waterproofs the surface and keeps out incompressible material for up to 8 years. Joint sealing should be done usually 7 years after new construction and on a 7-year cycle thereafter. The existing pavement should be in good condition with very little secondary cracking.
- The pavement management system may recommend a grooving and grinding project on rigid pavements when one or more of the following parameters are met:
    - Skid number less than or equal to 35 (can be less based on pavement

classification)
    - Rutting less than 0.5”(can be deeper based on pavement classification).
    - Pavement age greater than or equal to 7 years.
    - Roughness index greater than or equal to 2.5.
- Grooving and grinding is the correction of minor surface irregularities and improving skid resistance in a rigid pavement. Grooving and grinding should be done usually 7 to 10 years after new construction and on a 7-year cycle thereafter. The existing pavement should be in good condition with very little secondary cracking.

Restoration Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Tom Points
Transportation Systems Engineer
208-334-8253

Caleb Lakey
Asset Management Engineer
208-334-8841

Funding Sources
- Surface Transportation Program (STP)-State
- National Highway Performance Program (NHPP)
- State Funds (ST)

Available Funding
Avg. 103.1 million annually over 5 years.

OA Distribution
- 90% initial, included in District Target Formula

Federal Participation
- Interstate 92.27%
- Non-Interstate 92.66%
- ST 0%

Matching Funds
- State Match Account

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Restoration Program is to fund pavement projects that are more extensive than pavement preventative maintenance. These structural enhancements are used to extend the service life of an existing pavement and/or improve its load carrying capacity or completely rebuild a pavement structure. Restoration of other assets and traffic operation projects are also placed in this program.

PROGRAM BENEFIT

The Restoration Program has benefitted Idaho by allowing ITD to maintain and restore our existing state highway system that provides the traveling public with smoother, longer lasting treatments.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Pavement Restoration projects are selected are selected from analysis in the pavement management system (PMS) and are based on individual District's needs. The process to split restoration funds is based on the current condition data and pavement condition projection in the PMS model.

ELIGIBLE PROJECTS

- Reconstruction (i.e., 4R)
- Restoration (i.e., 3R, CRABS/RABS)
- Rehabilitation (i.e., mill/inlay, thick overlay 0.15' (1.8") or greater in thickness, Cold in place recycle)
- Non-paving projects and improvements:
  - Guardrail upgrades
  - Retaining walls
  - Culvert replacements
  - Sign structure upgrades
  - ITS
  - RWIS
  - Sidewalks
  - Landslide repairs
  - Rockfall mitigation

INELIGIBLE PROJECTS

- Capacity projects. These should be funded through the Strategic Initiatives Program
- Minor sign upgrades

FUNDING ALLOCATION

District allocation targets fluctuate annually depending on pavement conditions. Funding guidelines are based upon each District's share of statewide pavement restoration needs as modeled in PMS.

REFERENCES

- SAFETEA-LU 1101(a)(6), 1401
- Highway Safety Funds B&A-19-07; 23
- USC 104(b)(3), 130, 133, 152
- Idaho Code 40-310(14) and 40-702
- Administrative Policy 5011: Idaho Transportation Investment Program
- Administrative Policy 5045: State Institution Road Improvement
- Board Policy 4011: Idaho Transportation Investment Program
- Board Policy 4045: State Institution Road Improvement
- Roadway Design Manual
- Design-Build Manual
- Pavement Rating Manual
- Best Management Practices Manual

PROJECT GUIDELINES

Use the following guidelines in developing restoration projects:

- For projects programmed in FY2020 and forward, restoration funds will only be applied to roadways with a Commercial Annual Average Daily Traffic (CAADT) of 300 or more. All other routes will receive a preventative maintenance treatment only.
- Restoration overlays shall be 0.15' (1.8") or greater in thickness.
- Non-paving projects and improvements can be funded from this program. However, funds diverted away from the paving work will reduce the effectiveness of managing the Districts pavement condition dials.
- Roadside Improvements (guardrail upgrades, signing, ITS, RWIS, sidewalks, etc.) may be companioned with restoration projects; however, these non-paving improvements costs shall be included in a subcategory of the restoration program named Traffic Operations. The costs should be tracked in OTIS under the "Budget/Program Details" fields. Two separate line items should be created; one for "Restoration" and another for "Traffic Operations."

Per Federal Code, curb ramps and associated sidewalks must be updated to current ADA requirements on restoration projects. A database of deficient curb ramps can be obtained from the Office of Civil Rights.

Freight Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Jeff Marker
Freight Program Manager
208-334-8462

Funding Sources
- National Highway Freight Program

Available Funding
Avg. $9.0 million annually over five years.

OA Distribution
- 90% Initial

Federal Participation
- Interstate 92.27%
- Non-Interstate 92.66%

Matching Funds
- State Match Account for ITD projects
- Operating funds from other agencies

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Freight Program is to provide funding for multimodal freight integration and enhancing freight safety and efficiency in Idaho.

PROGRAM BENEFIT

The Freight Program integrates freight system needs into the State's infrastructure development ensuring the effective, competitive, efficient and safe movement of freight in Idaho. This process keeps Idaho industries and freight organizations competitive in national and international markets while simultaneously enhancing safety on the state and federal highway systems.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Freight projects will be selected at ITD using the following process:

Process:
- ITD Districts and Staff, the Freight Advisory Committee, Department of Agriculture, and Department of Commerce will provide project recommendations to the ITD Freight Program Manager.
- The Freight Program Manager, working in coordination with the affected Districts, will present potential projects to the Freight Advisory Committee for their recommended prioritization.
- The Districts and Freight Program Manager will develop projects for ITIP submission.

Selection Criteria:
The Freight Advisory Committee will take a multimodal perspective and consider the following criteria when developing prioritization recommendations:
- Safety Improvement
  - Potential decrease in fatalities and/or serious injuries (can include but not limited to commercial motor vehicles, autos, rail crossings)
- Economic benefit
  - Economic benefit to local community and/or freight stakeholders
  - Reduction in road degradation
- Mobility enhancement
  - Reduction in congestion, bottlenecks
  - Reduction in transit times for freight carrier
- Environmental benefit
  - Can include, but not limited to reduction in trucking delays leading to decreased environmental impacts and intermodal facilities reducing truck traffic
- ITD will conduct a Return on Investment analysis during the ITIP submittal process.

ELIGIBLE PROJECTS	*INELIGIBLE PROJECTS*
• Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities. • Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance. • Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems. • Environmental and community mitigation for freight movement. • Railway-highway grade separation. • Geometric improvements to interchanges and ramps. • Truck-only lanes. • Climbing and runaway truck lanes. • Adding or widening of shoulders. • Truck parking facilities eligible for funding under section 1401 of MAP‑21 (23 U.S.C. 137 note). • Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems. • Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies. • Traffic signal optimization, including synchronized and adaptive signals. • Highway ramp metering. • Electronic cargo and border security technologies that improve truck freight movement. • Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities. • Additional road capacity to address highway freight bottlenecks.	

- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- Any other surface transportation project (roadway or bridge) that improves the flow of freight on the National Highway Freight Network, or into and out of a facility described in Project Guidelines below.

FUNDING ALLOCATION

Funding will be determined by OTI during the ITIP development process.

REFERENCES

- Fixing America's Surface Transportation (FAST) Act, Sec. 1116

PROJECT GUIDELINES

Idaho is considered a "low" primary highway freight system state; therefore, formula funds can be used for projects on the following:

- All Interstate roadways
- Critical rural freight corridors (to be determined)
- Critical urban freight corridors (to be determined)

Each fiscal year Idaho may also obligate not more than 10% of the total apportionment for freight intermodal or freight rail projects, including projects within the boundaries of public or private freight rail or water facilities (including ports); and that provide surface transportation infrastructure necessary to direct intermodal interchange, transfer, and access into or out of the facility.

Other eligible costs include the necessary costs of:

- conducting analyses and data collection related to the national highway freight program;
- developing and updating performance targets to carry out this section; and
- reporting to the Administrator to comply with the freight performance target under section 150 of the FAST Act.

Bridge Preservation Program

FY 2017-2021 Update | **ITD Program Profile Sheet**

Contact
Matt Farrar
Bridge Engineer
208-334-7538

Funding Sources
- Surface Transportation Program (STP)-State
- National Highway Performance Program (NHPP)
- State Funds (ST)

Available Funding
Avg. $14.0 million annually over 5 years.

OA Distribution
- 90% initial, included in District Target Formula

Federal Participation
- Interstate 92.27%
- Non-Interstate 92.66%
- ST 0%

Matching Funds
- State Match Account

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Bridge Preservation Program is to ensure that Idaho's state highway system bridge asset is in good repair and unrestricted.

PROGRAM BENEFIT

The Bridge Preservation Program has benefitted Idaho by protecting current bridge structures, lessening the rate of bridge deterioration, correcting bridge deficiencies, reducing permeability and improving the ride quality of the bridge.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Bridge Preservation Projects are selected, reviewed and refined in face-to-face meetings between the HQ Bridge Section and each District. The Bridge Section develops draft scope of work, schedule and budgets for selected projects prior to inclusion into ITIP.

ELIGIBLE PROJECTS

- Bridge deck rehabilitation
- Bridge repair

INELIGIBLE PROJECTS

FUNDING ALLOCATION

District allocation targets fluctuate annually depending on bridge conditions. Funding guidelines are based upon each District's share of statewide bridge preservation needs as identified by the Bridge Section.

REFERENCES

- SAFETEA-LU 1101(a)(6), 1401
- Highway Safety Funds B&A-19-07; 23
- USC 104(b)(3), 130, 133, 152

PROJECT GUIDELINES

Project limits should encompass an HQ-identified bridge deck rehabilitation or bridge repair opportunity. Eligible activities include bridge deck rehabilitation or bridge repair.

Bridge Restoration Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Matt Farrar
Bridge Engineer
208-334-7538

Funding Sources
- Surface Transportation Program (STP)-State
- National Highway Performance Program (NHPP)
- State Funds (ST)

Available Funding
Avg. 67.0 million annually over 5 years.

OA Distribution
- 90% initial, included in District Target Formula

Federal Participation
- Interstate 92.27%
- Non-Interstate 92.66%
- ST 0%

Matching Funds
- State Match Account

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Bridge Restoration Program is to ensure that Idaho's state highway system bridge asset is in good repair and unrestricted.

PROGRAM BENEFIT

The Bridge Restoration Program has benefitted Idaho by protecting current bridge structures, lessening the rate of bridge deterioration, correcting bridge deficiencies, reducing permeability and improving the ride quality of the bridge.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Bridge Restoration Projects are selected, reviewed and refined in face-to-face meetings between the HQ Bridge Section and each District. The Bridge Section develops draft scope of work, schedule and budgets for selected projects prior to inclusion into ITIP.

Bridges with items in need of repair are identified from discussions with Bridge Inspection, HQ Bridge Maintenance and District Maintenance personnel.

ELIGIBLE PROJECTS

- Bridge rehabilitation or repair
- Bridge replacement
- Structural rehabilitation or repair
- Deck replacement or repair
- Bridge maintenance
- Limited approach work
- Bridge preservation activities in excess of funding available to the Bridge Preservation Program.

INELIGIBLE PROJECTS

FUNDING ALLOCATION

Projects are selected which touch the most bridge goals identified below.

REFERENCES

- SAFETEA-LU 1101(a)(6), 1401
- Highway Safety Funds B&A-19-07; 23

PROJECT GUIDELINES

"Bridge restoration" is the actions or strategies that prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their life.

The department has identified further emphasis areas to facilitate bridge goals and to ensure safe travel for all. They are:

1. Target structurally deficient bridges for replacement.
2. Rehabilitate deteriorating bridge decks
3. Perform timely repair and maintenance of bridges to extend their life.

Use the following guidelines in developing Bridge Restoration projects:

- Project limits should encompass an HQ-identified structurally deficient, width restricted, height restricted, or local restricted bridges on the State Highway System.
- Bridge decks identified by HQ as rehabilitation candidates are also eligible.
- 10% of a bridge project's cost can be used for approach work.

Emphasis Area 1: Structurally Deficient Bridges

Bridges having a deck, superstructure and/or substructure deteriorated to a condition code of 4 or less according to the National Bridge Inspection Standards (NBIS) are classified as structurally deficient. A condition code of four generally indicates a poor condition with advanced section loss and deterioration.

These bridges can be either rehabilitation/repair or replacement candidates depending on the extent and location of their deficiencies Using structural deficiency as a criterion for programming projects has more value than using strictly sufficiency rating.

Emphasis Area 2: Deteriorated Bridge Decks

Bridge decks with an NBI condition code of five or less have been targeted for rehabilitation. A condition code of five indicates that cracking, spalling, potholes, and exposed reinforcement are present. These decks may be repairable or require complete replacement depending on their conditions.

ITD has been successful in extending the life of some of its bridges by rehabilitating decks of bridges whose superstructures and substructures are still in good condition. In the case where complete replacement is not necessary, decks can be restored by removal of unsound concrete and the application of modified concrete overlays. The 1 to 2 inch overlays typically are latex modified concrete or silica fume concrete. They can significantly improve the structural integrity of the deck as well as increase traction, improve smoothness, and decrease permeability to damaging chlorides.

Emphasis Area 3: Bridge Rehabilitation Projects

Bridges with items in need of repair were identified from discussion with Bridge Inspection, HQ Bridge Maintenance, and District Maintenance personnel as having high importance and being of large enough size to warrant development through contract.

Strategic Initiatives (SI) Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Tom Points
Transportation Systems Engineer
208-334-8253

Glenda Fuller
Roadway Data Manager
208-334-8217

Funding Sources
- Highway Safety Improvement Program (HSIP)
- Surface Transportation Program (STP)-State
- National Highway Performance Program (NHPP)
- State Funds (ST)
- Cigarette Tax (STC)
- Surplus Eliminator (STSI)

Available Funding
$22.0 million annually beginning in FY 2020.

OA Distribution
- 90% initial

Federal Participation
- Interstate 92.27%
- Non-Interstate 92.66%
- ST 0%
- Safety G Matching ratio of 100% FA on some safety activities

Matching Funds
- State Match Account

Program Length
5 years

PROGRAM PURPOSE

The purpose of the Strategic Initiatives (SI) Program is to ensure that ITD's state highway system is reliable and unrestricted, provides a means to invest in economic opportunities, and applies Idaho's Highway Safety Improvement Program (HSIP) to advance the objectives and goals of ITD's Strategic Plan.

The Strategic Initiative program is the umbrella program to determine project prioritization to using funds from:
- State Highway HSIP
- Federal and State Rail
- Legislative Funding: Cigarette Tax and HB 312 Surplus Eliminator
- Board Unallocated

State, STP, NHS funds allocated by the Board

PROGRAM BENEFIT

The Strategic Initiatives Program benefits Idaho by funding projects that will provide safety, mobility and economic benefits throughout Idaho.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Projects are identified, costed, scheduled, prioritized, selected, managed, and developed by the Districts. SI and Rail projects shall be placed in Early Development (ED) by the Districts. Nominated projects will compete on a statewide basis for available funding. The projects will be considered and selected in the following steps:

1. For each of the SI funding categories (HSIP, Rail and NHPP/STP/ST), Mobility and safety project data will be analyzed and run through a series of decision models to determine Benefit/Cost (B/C) ratio, Gross State Product increase as a result of the project, and the number of jobs created over a 20 year period. A short list of projects with the highest return on investment will be generated.
2. No single project will be allowed to consume over 50% of the total available funds.
3. The project list for HSIP, Rail and NHPP/STP/ST funds will be reviewed by the SI review team. The team includes a member from Transportation Systems, Office of Highway Safety, the Division and Engineering Services Administrator.
4. The SI review team will recommend projects to the Chief Engineer. The Board will make the final project selections in each of the funding categories.

The selection process is data assisted using a number of safety, mobility and economic data sets. The Districts bring the human element in the process by nominating projects based on knowledge of the communities that they work in and their engineering judgment.

ELIGIBLE PROJECTS

- New routes
- New interchanges
- Relocations
- Realignments
- Reconstructions at increased capacity
- Major widening projects
- HSIP Eligible projects
- Rail crossing improvements

INELIGIBLE PROJECTS

- Brooming
- Striping
- Sign upgrades
- Corridor Planning Studies
- ADA ramps and sidewalks
- ITS projects
- RWIS installation and maintenance costs

FUNDING ALLOCATION

SI projects funded with Highway Safety Improvement Program (HSIP) will be selected first in a total amount not less than the mandatory minimum HSIP amount per MAP-21.

Depending on annual funding streams, additional ST, STP or NHPP funds may be available for the Strategic Initiatives program. Historically the majority of the state ST, STP and NHPP funds are used to fund bridges and pavements in restoration and preservation programs.

Although not the intent of the SI program, an SI project that also removes a pavement or bridge deficiency will be given extra consideration for funding.

REFERENCES

- Established per March 2014 Board Resolution
- SAFETEA-LU 1401
- MAP-21 Sections 1112, 1203, and 1519
- 23 USC 104(b)(3), 120, 130, 133, 148, 150, 152, 635, 646, 924
- 49 USC 234
- 23 CFR Parts 655 and 924
- Idaho Code 63-2412, 62-304
- Highway Safety Funds B & A-19-07
- Coordination with Idaho Traffic Safety Commission B & A-38-01
- ITD's Strategic Highway Safety Plan (SHSP)

PROJECT GUIDELINES

Use the following guidelines in developing Strategic Initiative projects:

- The projects are selected by the Districts and nominated into the Early Development (ED) program. The Strategic Initiative Team will review SI eligible projects from the ED program, run the projects through the selection process, and ask OTI to populate the Strategic Initiatives category with the final project nominations.
- In addition to the OTI submission into OTIS, the Districts should enter a narrative description of the proposed project along with the Highway Safety Corridor Analysis (HSCA) score in the Project Scheduling System (PSS) charter. The narrative should describe the merit of the project in terms of safety, mobility, economics, and freight movement. Also include any relevant studies such as road safety audits, traffic impact studies, or economic analysis and if the project will remove a pavement or

bridge deficiency. In the narrative the District shall state what the primary benefit of the project is: Safety, Mobility or Economics.

For HSIP funded projects, the narrative in the charter must demonstrate that the project will result in a reduction of fatalities and serious injuries. The HSIP eligible projects must be:

1. Driven by accident data; and
2. In alignment with the Strategic Highway Safety Plan (SHSP), maintained by the Office of Highway Safety; and
3. In a high to medium priority safety health corridor using the Highway Safety Corridor Analysis (HSCA). The HSCA divides the entire state system into 5 to 25 mile segments and from the safety crash data, calculates a corridor health score for each classification of highways (Interstate, Statewide, Regional and District). The charter also includes site specific accident data relating to highway fatalities and serious injuries and how the proposed projects will improve safety. Crash specifics can be determined by running an analysis in WebCars for each corridor. The High Accident Location (HAL) report can be used to identify spot locations within the HSCA and those crash specifics can be found within the HAL report.

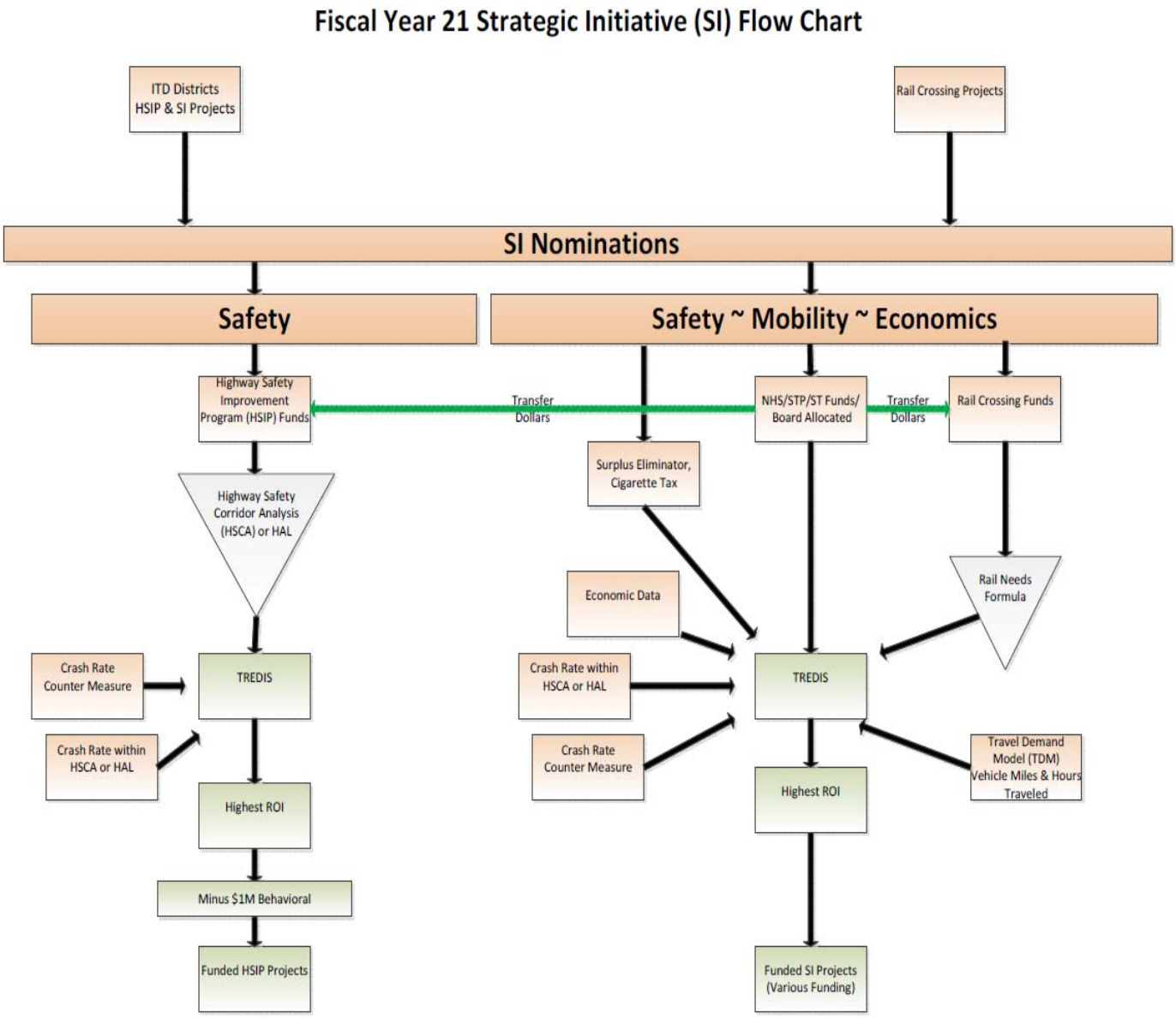
The models and methods used for safety, mobility and economic returns are as follows:

1. Safety:
   - The District selects a project location using the HSCA or HAL. The HSCA map is located in IPLAN. The HAL report is in WebCars. Once a location is selected the District reviews the crash data in WebCars to determine crash causation and patterns. If the data shows that the safety can be improved with infrastructure road improvements, then the District uses the logic in the Highway Safety Manual and applies countermeasures to the project to reduce the crash counts and calculate a B/C ratio. The District is encouraged to complete a tradeoff analysis between several project nominations and submit projects with the highest B/C. In the PSS narrative under the safety section the District shall provide the following: Computation to determine combined counter measure and calculated B/C.
2. Mobility
   - The Districts select a project location using the Level of Service Map from the Travel Demand Model (TDM) found within IPLAN. Mobility benefits will be evaluated using the Travel Demand Model (TDM). The TDM will provide the Volume/Capacity before and after construction for the average daily traffic flow and the peak flow. In addition the TDM can predict network traffic flow improvements for freight and passenger cars as the result of construction project and provide improvements in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Contact David Coladner at 334-8233 to run analysis of your project nomination using the TDM. The TDM model is not build to provide VMT and VHT improvements at intersections. The TDM provides analysis for corridors. Unless the MPO has a model to provide intersection data, then the District will need to provide an engineering analysis to provide changes in VMT and VHT with the project submittal. The Districts are encouraged to use Highway Capacity Software. The engineering analysis shall be placed in Project Wise and referred to in the PSS narrative.

3. Model Benefits in Safety, Mobility and Economics
   - Safety, Mobility and Economic benefits will be evaluated using Transportation

Economic Development Impact System (TREDIS). TREDIS reports a cost benefit ratio for projects interim of benefits to highway users and business for reduction in travel time, reduction in vehicle operating costs and improved access. TREDIS will monetize reductions in crash rates and improvements in VMT and VHT over the useful life of the project. The safety and mobility benefits are added together and divided by the cost to develop and construct the project for the B/C ratio

The following flow chart visually displays the nomination and selection process:



Highway Safety Improvement Program (HSIP) Projects

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Glenda Fuller
Roadway Data Manager
208-344-0565

Tom Points
Transportation Systems Engineer
208-344-0565

Laila Kral
Safety Manager
Local Highway Technical Assistance Council
208-344-0565

Funding Sources
- Highway Safety Improvement
- Some safety activities are eligible for "G Matching Ratio" of 100% FA

Programmed Funding
Avg. $16.6 million annually over 5 years.

OA Distribution
- 90% initial

Federal Participation
- 92.66%
- Some safety activities are eligible for "G Matching Ratio" of 100% FA

Matching Funds
- State Distribution Account

Program Length
- 5 Years

PROGRAM PURPOSE

HSIP is one of the funding sources within the Strategic Initiatives Program. It is not a program in of itself.

PROGRAM BENEFIT

The HSIP Program benefits Idaho by funding projects that will assist in the reduction of fatalities and serious injury crashes as well as outline system-wide activities that could make the overall transportation system safer.

STRATEGIC GOALS MET

Safety

PROJECT SELECTION AND IMPLEMENTATION

An eligible project is defined as "any identified highway safety project to correct or improve a hazardous road location or address a highway safety problem" (23USC148). It is important to note that a highway safety improvement project must be a strategy, activity or project on a public road that is consistent with a State Strategic Highway Safety Plan. Furthermore, HSIP funds are typically used for stand-alone projects but may be used in conjunction with other funds for safety improvements incorporated in larger projects as a result of identifying safety problems within the projects limits.

State Highway Districts shall place HSIP eligible projects in the Early Development (ED) program as the State Highway HSIP allocations are distributed under the Strategic Initiatives program. The ED program is the feeder program for Strategic Initiatives. Local HSIP projects will be placed in the LHSIP program by LHTAC. The LHSIP program is managed by LHTAC with its own application and ranking criteria.

ELIGIBLE PROJECTS

- Intersection safety improvements
  - Pavement and shoulder widening including the addition of a passing lane to remedy an unsafe condition
  - Installation of a priority control system for emergency vehicles at signalized intersections
  - Installation of a traffic control or other warning device at a location with high crashes
  - Construction of a traffic calming feature
  - Illumination to improve safety
  - Fixed object removal
  - Improvements for safety of the disabled

INELIGIBLE PROJECTS

- Enforcement
- Public information campaigns
- Brooming
- Maintenance of striping
- Maintenance of existing signs
- Corridor Planning Studies
- ADA ramps and sidewalks
- ITS projects
- RWIS installation and maintenance costs

    - Installation of rumble strips or other warning devices, as long as the rumble strips or other warning devices do not adversely affect the safety or mobility of bicyclists, pedestrians, and persons with disabilities
    - Signal installation or improvement
- Corridor safety improvements
    - Channelization, grade separation and curve realignment
    - Guardrail or barrier
    - Slope flattening and rock fall correction
    - Illumination
    - Fixed object removal
    - Construction and operational improvements
    - Installation of rumble strips or other warning devices, as long as the rumble strips or other warning devices do not adversely affect the safety or mobility of bicyclists, pedestrians, and persons with disabilities
    - Elimination of a roadside obstacle or roadside hazard
- New pavement markings and new sign installation
    - New highway signage and pavement markings
    - Installation of signs (including fluorescent yellow-green signs) at pedestrian-bicycle crossings and in school zones.
- Crash attenuators
    - The addition or retrofitting of structures or other measures to eliminate or reduce crashes
- School zone safety improvements
- At-grade rail improvements
    - Construction of a railway-highway crossing safety feature, including installation of highway-rail grade crossing protective devices

FUNDING ALLOCATION

For the HSIP funds, ITD will withhold $1M off the top for safety behavior programs managed by the Office of Highway Safety (OHS). The remainder of the funds will be distributed between ITD and LHTAC based on crash data. Projects with benefit cost ratios over 1.0 using a competitive process are eligible for funding.

REFERENCES

- MAP-21 Sections 1112 and 1203, 23 USC 120, 130, 148, and 150
- 23 CFR Parts 655 and 924
- Highway Safety Funds B & A-19-07
- Coordination with Idaho Traffic Safety Commission B & A-38-01
- Strategic Highway Safety Plan (SHSP)

PROJECT GUIDELINES

Project Charters are created and accessed through the Project Scheduling System (PSS). The Office of Highway Safety and Transportation Services Sections are working closely with FHWA-ID to ensure that Project Charters contain HSIP eligibly narratives before project obligation requests are forwarded to FHWA for approval.

The following outlines the requirements to get an HSIP funded project approved and obligated.

1. A Project Charter MUST exists.
    - Regardless of the size or the complexity of the HSIP funded project, a Project Charter must exist BEFORE it will be considered for funding.
2. HSIP funded activities/deliverables should be clearly identified within the Project Objective Statement (POS) and the Scope of Work.
    - For specific information on how a Project Charter should be developed, please review the Project Charter Instruction Manual.
3. The Project Charter must contain the appropriate HSIP justification.
    - HSIP justification information is found in the next section.
4. The Project Charter must show a timeline of when the project is anticipated to start and be completed.

The above elements will be reviewed prior to ITD forwarding a funding and/or obligation request to FHWA-ID. If a Project Charter does not exist or is missing any of the above elements, the District/LHTAC will be notified by Planning Services staff of the need to take corrective or further action.

JUSTIFICATION

Each Project Charter will state how the project is safety data-driven; that the proposed project is based on the SHSP; and how it addresses safety on the highways. Within the Highway Safety Corridor Analysis (HSCA) narrative found in the “Scope and Strategic Goals” section of the Project Charter, it is encouraged that each project answers (at minimum) the following questions:

1. How is the project safety-driven?
    - Base answers upon the Strategic Highway Safety Plan.
    - Site statistics and results such as the basis of crash experience, crash potential, crash rate, or other data-supported means.
2. How does the project align with and help implement the strategies found in the Strategic Highway Safety Plan?
    - Pinpoint safety problems either through a site analysis or systematic approach;

- Identify counter measures to address those problems;

3. How does the project eliminate death and serious injury?
   - Address identified safety issues within a highway safety corridor or a spot location such as an intersection or High Accident Location (HAL) or does it incorporate a system-wide approach such as rumble strips.
   - Each district has a corridor map outlining safety corridors (also known as the HSCA Project). Make sure to review these maps for pertinent system-wide safety corridor analysis.

Early Development (ED) Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Glenda Fuller
Roadway Data Manager
208-334-8217

Tom Points
Transportation Systems Engineer
208-334-8253

Funding Sources
- Surface Transportation Program (STP)-State
- National Highway Performance Program (NHPP)
- State Funds (ST)

Available Funding
$25 million per District of unfunded construction. $300,000 annually per District for development.

OA Distribution
- 90% initial

Federal Participation
- Interstate 92.27%
- Non-Interstate 92.66%
- ST 0%

Matching Funds
- State Match Account

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Early Development (ED) Program is to ensure projects that improve safety, mobility and economic opportunity are developed for entry into the STIP in a systematic, effective, efficient, and fair manner with transparent oversight by the Board.

PROGRAM BENEFIT

The Early Development Program benefits Idaho by enabling department staff to initially develop and refine potential project scope, schedule and budget and to ensure projects are ready to be added to the Idaho Transportation Improvement Program (ITIP) when funding becomes available.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

The projects in the program are identified, costed, scheduled, prioritized, recommended, managed, and developed by the Districts within the limits established. The Early Development (ED) Program should be used for the initial development and refinement of scope and project budgets. The Strategic Initiative team evaluates projects that are being studied in the ED program. Projects from ED that have the highest return on investment will be funded for construction. State Highway Districts shall place all projects in ED that they want to be considered for Strategic Initiatives funding. The ED program is the feeder program for Strategic Initiatives.

ELIGIBLE PROJECTS

- Preliminary design, environmental, and other early design related costs.
- Costs for the final design or limited right of way costs may be requested and proceed only upon Board approval

INELIGIBLE PROJECTS

- Construction

FUNDING ALLOCATION

Maximum authorized per policy 4031 is $300,000 per District per year to develop projects and a maximum of $25 million per District of unfunded construction. Total estimated unfunded construction costs of all projects included in the ED program shall be limited to $120,000,000. No funds may be used for construction.

Use of funds for right-of-way acquisition requires Board approval. Development funds requested by the Districts for the Early Development program will be transferred from the Districts Restoration allocation.

REFERENCES

- Established per March 2014 Board Resolution
- SAFETEA-LU 1401
- MAP-21 Sections 1112, 1203, and 1519
- 23 USC 104(b)(3), 120, 130, 133, 148, 150, 152, 635, 646, 924
- 49 USC 234
- 23 CFR Parts 655 and 924
- Idaho Code 63-2412, 62-304
- Highway Safety Funds B & A-19-07
- Coordination with Idaho Traffic Safety Commission B & A-38-01
- Idaho's Strategic Highway Safety Plan (SHSP)

PROJECT GUIDELINES

Projects in this program will:

- Fund ITD-0280 feasibility studies to:
  - Document the basis for project priority versus other projects;
  - Determine whether a project should be placed in the STIP, or dropped from further consideration;
  - Establish the time commitment required for requested environmental or other development work;
  - Estimate costs of all phases;
  - Identify a financial plan for normal entry into the ITIP; and
  - Document and prioritize requests for future discretionary funds, High Priority funds, appropriation earmarks, and bonding or innovative financing possibilities.
- Fund early environmental or development work so the project can be developed in five years once it reaches year five of the STIP. Please note that by policy, this does not allow for the actual purchase of right-of-way or final design.
- Eligible costs shall be limited to preliminary design, environmental, and other early design related costs. Costs for the final design or limited right of way costs may be requested and proceed only upon Board approval. Such requests shall include updated funding, scope, and scheduling information and whether the funding of the development and construction of the project will:
  - Be consistent with the five year performance investment priorities of the Program;
  - Jeopardize or create a burden on resources for existing projects in the Program; and/or
  - Risk loss or waste of investments to date on the project due to unrealistic future funding expectations.

Projects selected for the Early Development Program should be prepared for entry into the fifth year of the ITIP. Their scope and delivery schedules should reflect the construction funding priorities anticipated in the fifth year.

Systems Support Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Nathan Hesterman
Senior Transportation Programming Planner
208-334-8263

Tom Points
Transportation Systems Engineer
208-334-8253

Funding Sources
- Surface Transportation Program (STP)-State
- National Highway Performance Program (NHPP)
- State Funds (ST)

Available Funding
$9.0 million annually.

OA Distribution
- 90% initial

Federal Participation
- Interstate 92.27%
- Non-Interstate 92.66%
- ST 0%

Matching Funds
- Highway Distribution Account

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Systems Support Program is to support functions that assist with maintaining infrastructure that provides safety, mobility and economic opportunity.

PROGRAM BENEFIT

The Systems Support Program benefits Idaho by providing services that lead to safer highways.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

The funding allocations for this program are reviewed annually by the Systems Support team comprised of a member from Transportation Systems, Planning, OTI and the Division of Engineering Services and Division of Plans and Products Administrators.

ELIGIBLE PROJECTS

- Road Weather Information Systems (RWIS) Maintenance
- 511 System Maintenance
- Behavior Safety Outreach State and Local
- State Bridge Inspections
- Short Span Bridge Inspections
- Sign Structure Inspections
- Environmental Regulatory Agency Employees

INELIGIBLE PROJECTS

- Infrastructure Projects

FUNDING ALLOCATION

Funds for these programs are taken off the top from ST, National Highway Performance Program (NHPP), and STP-State funds available for state highway bridge and pavement maintenance. The funds are not final until approved by the Systems Support team.

The tentative funds are distributed annually as follows:
- RWIS and 511 Maintenance - $3,000,000
- Behavior Safety Outreach State and Local - $1,000,000
- State Bridge Inspections - $1,500,000
- Short Span Bridge Inspections - $95,000
- Sign Structure Inspections - $400,000

Environmental Regulatory Agency Employees - $500,000

REFERENCES

- None

PROJECT GUIDELINES

RWIS and 511 Maintenance:

- These funds pay for contracts to provide maintenance to existing RWIS facilities and 511 software.

Behavior and Safety Outreach:

- These funds are to be used in various outreach programs to educate motorists on hazards from: texting and driving, drinking and driving and not wearing a seat belt. These programs are state wide campaigns to remind motorists to be safe on the local and state highways.

State Bridge Inspections, Short Scan Bridge Inspections and Sign Structure Inspections:

- These funds are to be used to accomplish inspection and load ratings of state bridges and sign structures.

Environmental Regulatory Agency Employees:

- These funds are to be used to hire employees at various regulatory agencies such as US Fish and Wildlife and the Army Corp of Engineers to focus on review of ITD environmental documentation.

ADA Pedestrian Curb Ramp Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Jared Holyoak
Program Manager
208-334-8168

Ken Angell (ADA)
Civil Rights
208-334-8884

Funding Sources
- State Funds (ST)

Available Funding
$500,000 annually

OA Distribution
- None

Federal Participation
- ST 0%

Matching Funds
- None

Program Length
- 2 Years

PROGRAM PURPOSE

The purpose of Idaho's American's With Disabilities Act (ADA) Pedestrian Curb Ramp Program is ensure that projects improve safety and mobility that enables residents with disabilities full access to pedestrian facilities.

PROGRAM BENEFIT

The ADA Pedestrian Curb Ramp Program benefits Idaho by improving access to Idaho's transportation system, particularly those whom mobility is limited.

STRATEGIC GOALS MET

Safety & Mobility

PROJECT SELECTION AND IMPLEMENTATION

Projects are selected through a competitive application process.

ELIGIBLE PROJECTS

- Curb ramp construction

INELIGIBLE PROJECTS

- None identified

FUNDING ALLOCATION

The program is managed by the Contracting Services and Civil Rights sections and projects are selected through a competitive application process. Projects are ranked according to the ITD Transition Plan priority and selected by a review panel comprised of ITD, LHTAC and FHWA staff. The awardee receives Notice to Proceed from the department once a cooperative agreement between the State and the sponsor is fully executed and funds are obligated. The Districts have authority to perform final inspections. The awardee is completely responsible for ensuring the constructed curb ramp meets current ADA guidelines.

REFERENCES

- Contracting Services direction

PROJECT GUIDELINES

Eligible projects are restricted to the construction of pedestrian curb ramps. Project construction must be completed within 1 year from the time funds are available. In addition, applicants must have completed the following tasks to be eligible under this program:

- Completed a Self-Evaluation, as required by the Americans with Disabilities Act.
- If local jurisdiction employs 50 or more people, completed or be in the process of completing an ADA Transition Plan, as required by the American Disabilities Act.
- If the criteria or other requirements of this application are not met, applications are rejected.

Once selected, the applicant's project manager is required to attend the ADA Pedestrian Curb Ramp Instruction Class.

Local Highway Safety Improvement Program (LHSIP)

FY 2017-2021 Update **ITD Program Profile Sheet**

Laila Kral, P.E.
LHTAC T2 & Safety Manager
208-344-0565

Kevin Kuther, P.E.
LHTAC Safety Engineer
208-344-0565

Funding Sources
- Highway Safety Improvement Program

Available Funding
$3.851 million annually through FY 2019. $8.519 million annually thereafter.

OA Distribution
- 90% initial

Federal Participation
- 92.66%
- Some safety activities are eligible for "G Matching Ratio" of 100% FA

Matching Funds
- Local Agreement

Program Length
- 3 Years

PROGRAM PURPOSE

The purpose of the Local Highway Safety Improvement Program (LHSIP) is to work towards the elimination of fatal and serious injury crashes on the local roadway system in Idaho. The Local Highway Technical Assistance Council (LHTAC), through an application process, selects highway safety improvement projects for submission into the Program in each ITD District. The selected projects are reviewed, verified and justified for compliance with MAP-21 criteria prior to inclusion into the Highway Safety Improvement Program (HSIP) portion of the Idaho Transportation Investment Program (ITIP).

PROGRAM BENEFIT

Local Highway Safety Improvement Program projects benefit Idaho and the 293 Local Highway Jurisdictions (LHJ) by utilizing the local share of Highway Safety Improvement Program funds for necessary safety improvement projects along roadways and at intersections, which are not part of the State Highway System.

STRATEGIC GOALS MET

Safety

PROJECT SELECTION AND IMPLEMENTATION

The Local Highway Safety Improvement Program (LHSIP) is safety data driven and potential projects are selected and added based on a submitted application.

- Accident data from the last five years for all local jurisdictions is used to determine the top jurisdictions in each of the ITD Districts which have qualifying crashes.
- The LHJ's who qualify are invited to submit a program application.
- These LHJ's review their crashes and propose projects which reduce or eliminate Fatal and/or Serious (Type A) injury crashes.
- The LHJ selects the area/location to implement safety improvements and is highly encouraged to look at systemic solutions rather than single site locations.
- The applications, based on the Benefit to Cost ratio, are then ranked for each ITD District.
- Funding is then used for these projects to the program limit to ensure projects will eliminate or seriously reduce crashes.

ELIGIBLE PROJECTS

- Durable Pavement Markings (NEW)
- Traffic Control Signals
- Traffic Signal Timing Plan Updates
- Pedestrian Crossing
- New or Additional Signing
- Minor Shoulder Widening
- Flashing Beacons
- New Guardrail
- Replace Non-Compliant Guardrail
- Restore reflective back plates

INELIGIBLE PROJECTS

- Maintenance Projects
- Pavement Markings (painted before)
- No Fatal or Serious (Type A) Injury Crashes
- Projects Requiring E.A. or E.I.S.
- Creates Public Controversy

- Street Lighting Improvements
- Road Safety Audit
- Road Diets

FUNDING ALLOCATION

Distribution of the available annual LHSIP funding is based on the lane miles in each ITD district. A list of eligible jurisdictions and the funding distribution is posted on the LHTAC website. Funding is aimed at improving safety at locations which experienced a Fatal or Serious (Type A) Injury crash in the past five years.

REFERENCES

- MAP-21 Sections 1112 and 1203, 23 USC 120, 130, 148, and 150
- 23 CFR Parts 655 and 924
- Highway Safety Funds B & A-19-07
- Coordination with Idaho Traffic Safety Commission B & A-38-01
- Strategic Highway Safety Plan (SHSP)

PROJECT GUIDELINES

The "Highway Safety Improvement Program" include strategies, activities, and projects on a public road that are consistent with an Idaho's Strategic Highway Safety Plan (SHSP) and correct or improve a hazardous road location or feature; or address a highway safety problem. HSIP emphasizes a safety data-driven, strategic approach to improving highway safety that focuses on eliminating deaths and serious (Type A) injuries resulting from traffic crashes. Projects must:

- Be safety data driven;
- Address an identified highway safety issue in an established highway safety corridor or spot location such as an intersection and incorporate a system-wide approach.

The "Local Highway Safety Improvement Program" includes strategies and projects to work towards the elimination of fatal and serious (Type A) injury crashes on the local roadway system.

- Applications for projects must include a Fatal and Serious (Type A) Injury crash.
- Projects without a Fatal and Serious (Type A) Injury crash will be removed from consideration.
- Applications will not be accepted to improve an intersection or location if that location has previously been awarded LHSIP funds.
- If applying for a traffic control signal, a current warrant analysis must have been completed and warrants must be met. A copy of the warrant analysis is required with the application submittal.
- If applying for a project at the intersection of a state road, the LHJ must have contacted ITD and ITD must agree to pay their appropriate share.
- No project with wetland impacts greater than 1/10 of one acre will be funded.
- Projects with less than 1/10 of one acre will be approved upon wetland site review.
- Right-of-Way acquisition cannot be part of the funding. All work required to construct the project described in the application must be able to be completed inside existing Right-of-Way. Any Right-of-Way acquisition required for the project must be completed prior to submitting an application.

Federal Rail-Highway Crossing Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Barbara Waite
Railroad & Utility Coordinator
208-334-8522

Funding Sources
- MAP-21 Rail-Highway Crossing apportionments
- State Rail-Highway
- Grade Protection Account

Available Funding
Avg. $1.92 million annually over 5 years.

OA Distribution
- 90% initial

Federal Participation
- 100% for rail-highway crossings
- Sliding scale for education and law enforcement activities

Matching Funds
- State Match Account

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Federal Rail-Highway Crossing Program is to ensure that Idaho's railroad-highway crossings are safe.

PROGRAM BENEFIT

The Federal Highway-Rail Crossing Program benefits Idaho by providing rail-highway crossing projects as well as educational and law enforcement activities that are focused on public road and railroad track intersections known as rail-highway crossings.

STRATEGIC GOALS MET

Safety

PROJECT SELECTION AND IMPLEMENTATION

Projects are selected on a statewide basis according to ranking and funding availability. The Districts propose to the Rail Operations And Safety Team (ROAST) individual rail safety projects identified by DOT/AAR Crossing number with scope of work description supported by a field review, cost of proposed work, and scheduled for construction in a fiscal year.

Each District submits selected projects into the program update to the Office of Transportation Investment (OTI). A draft program is provided by OTI to the Contracting Services section to update for final acceptance before placing selected projects in the program update. District projects are managed and developed by the District while statewide projects are managed and developed by HQ.

ELIGIBLE PROJECTS

- Any public road for rail-highway crossing activities.
- Railroad crossing education.
- Railroad law enforcement activities.

INELIGIBLE PROJECTS

Click here to enter text.

FUNDING ALLOCATION

Program funds belong to the ROAST for the purpose of accomplishing the goals of this Program. Should an issue caused by project overruns or delivery not be solvable through consultation with the ROAST, the issue will be elevated to the Division of Engineering Services Administrator.

The Rail Operations And Safety Team (ROAST) consists of a representative from each District as appointed by the District Engineer, the Freight & Special Projects representative from the Division of Transportation Performance, one representative from the Highway Operations section, the statewide coordinator of Idaho Operation Lifesaver, the Safety Engineer from the FHWA Idaho Division office, and two representatives from the Contracting Services section: Railroad/Utility Programs Manager; and Contracting Services Engineer.

Funds must be obligated by the end of the federal fiscal year. Unobligated Preliminary Engineering by Consultant (PC) funds and Right of Way (R/W) are available statewide to deliverable projects outside of this program on a first-come-first-serve basis per the end-of-year plan on July 1st. Unobligated Construction Engineering by Consultant (CC) and Construction (CN) are available statewide to deliverable projects outside of this program on a first-come-first serve basis per the end-of-year plan on August 1st (FFY Q4).

REFERENCES

- SAFETEA-LU 1401
- MAP-21 Sections 1112 and 1519
- Highway Safety Funds B&A-19-07
- 23 USC 104(b)(3), 120, 130, 133, 148, 152, 635, 646, and 924
- 49 USC 234
- Rail-Highway Safety Program; ID Code 63-2412, 62-304

PROJECT GUIDELINES

The Rail Operations And Safety Team (ROAST) consists of a representative from each District as appointed by the District Engineer, the Freight & Special Projects representative from the Division of Transportation Performance, one representative from the Highway Operations section, the statewide coordinator of Idaho Operation Lifesaver, the Safety Engineer from the FHWA Idaho Division office, and two representatives from the Contracting Services section: Railroad/Utility Programs Manager; and Contracting Services Engineer.

The ROAST selects individual projects including educational and law enforcement activities for the program based on ranking from:

- Safety data
- Priority given to low cost near term projects
- Priority given to railroad and/or road corridors

State Railroad Crossing Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Scott Ellsworth
LHTAC Federal-Aid Mgr.
208-344-0565

Craig Herndon
LHTAC Federal-Aid
Engineer Assistant
208-344-0565

Funding Sources
- Surface Transportation Program (STP)-State
- National Highway Performance Program (NHPP)
- State Funds (ST)

Available Funding
- $250,000 annually

OA Distribution
- 90% initial, included in District Target Formula

Federal Participation
STX 0%

Matching Funds
None

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the State Railroad Crossing Program is to improve safety at Idaho's public rail-highway crossings and encourage public awareness and education relating to railroads and trains.

PROGRAM BENEFIT

The State Rail-Highway Crossing Program benefits Idaho by providing rail-highway crossing safety improvement projects as well as educational activities that are focused on public road and railroad track intersections known as rail-highway crossings.

STRATEGIC GOALS MET

Safety

PROJECT SELECTION AND IMPLEMENTATION

Projects are selected on a statewide basis with consideration of the Federal Railroad Administration accident prediction ranking and funding availability. Projects are proposed to the Rail Operations And Safety Team (ROAST) identified by DOT/AAR Crossing number with scope of work description supported by a field review, cost of proposed work, and scheduled for construction in a fiscal year.

Each District submits selected projects into the program update to the Office of Transportation Investment. OTI provides a draft program update to the Contracting Services section for final acceptance before placing selected projects in the program update. District projects are managed and developed by the District while statewide projects are managed and developed by HQ.

ELIGIBLE PROJECTS

- Local Rail projects
- Any public road for rail-highway crossing activities
- Railroad crossing education
- Railroad safety programs
- Railroad law enforcement activities

INELIGIBLE PROJECTS

Click here to enter text.

FUNDING ALLOCATION

The Rail Operations And Safety Team (ROAST) consists of a representative from each District as appointed by the District Engineer, the Freight Program Manager from the Division of Engineering Products and Plans Mobility Services section, the Design/Traffic Engineer, the statewide coordinator of Idaho Operation Lifesaver, the Safety Engineer from the FHWA Idaho Division office, and two representatives from the Contracting Services section: Railroad/Utility Manager and Contracting Services Engineer.
Funding can be used specifically for:
- These funds were established to pay the 10% match on STP- Safety Rail projects.
- Since 1999 the FHWA participation rate for STP-Safety Rail projects increased to 100%.

Subsequently, these funds can be used on any public road for rail-highway crossing activities and to support public education and railroad safety programs as set forth in ID Code 63-2412, 62-304.

- A maximum of $25,000 annually is spent to support public education and safety programs which promote awareness of public safety at railroad grade crossings.

REFERENCES

- Corridor Planning for Idaho Transportation Systems 4069 & 5069
- Idaho on the Move, the Long Range Transportation Plan (Board Resolution Dec. 2010)
- Idaho Corridor Planning Guidebook and Lower-Volume Corridor Guide
- Idaho Corridor Planning/NEPA
- Director's Memorandum #22 on Practical Planning;
- MAP-21 §52005
- 23 USC 505

PROJECT GUIDELINES

One hundred percent of the projects and activities of the Program are for safety of public rail-highway crossings by making improvements to the intersection, educating motorist on the traffic laws and safe use of the intersection, and enforcing traffic laws at the intersection, which result in reduced number of vehicle - train incidents and/or reduction of severity of injuries and property damages.

The projects and activities of the Program are for satisfaction of stakeholders, with a majority of projects being recommended by the stakeholders of road entities and railroad operators. The reduction in number of vehicle - train incidents by the Program results in less delays caused by these incidents and corresponding incident investigation activities, thus maintaining effective and efficient operation of the road and railroad transportation systems at rail-highway crossings.

State Board Unallocated Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Nathan Hesterman
Senior Transportation Planner
208-334-

Funding Sources
- State Funds (ST)

Available Funding
$5 million annually

OA Distribution
- None

Federal Participation
- ST 0%

Matching Funds
- None

Program Length
- 5 Years

PROGRAM PURPOSE

This program provides funds for the Idaho Transportation Board to meet unanticipated needs arising throughout the year.

PROGRAM BENEFIT

The State Board Unallocated Program benefits Idaho by funding unanticipated needs arising throughout the year.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Projects to be identified, prioritized, and selected by the Idaho Transportation Board. Projects to be costed, scheduled, managed, and developed by the District.

ELIGIBLE PROJECTS

- State Highway System projects as approved by the Idaho Transportation Board

INELIGIBLE PROJECTS

FUNDING ALLOCATION

Board allocated funding only.

REFERENCES

- ITD Design Manual (315.07)
- Materials Manual Section 542
- Board Resolution ITB 05-47
- February 2007 Board Resolution to preserve buying power for inflation
- Board Policy 4076

PROJECT GUIDELINES

A Board Item is used to bring a project for consideration of the Idaho Transportation Board.

Systems Planning Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Brian Shea
Senior Transportation Planner
208-334-8828

Funding Sources
- Highway Safety Improvement Program (HSIP)
- Surface Transportation Program (STP)-State
- National Highway Performance Program (NHPP)
- State Funds (ST)

Available Funding
- No funds specifically made available. A District must offset with SHS Core funding

OA Distribution
- Balance of Remaining OA

Federal Participation
- Interstate 92.27%
- Non-Interstate 92.66%
- ST 0%

Matching Funds
- State Match Account

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Systems Planning Program is to provide project managers the opportunity to accomplish pre-design and pre-NEPA planning activities so they may develop and refine project charters.

PROGRAM BENEFIT

The Systems Planning Program benefits Idaho by allowing project managers to optimize the project charters before the projects are designed and developed.

STRATEGIC GOALS MET

Safety, Mobility and Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Projects are identified, costed, scheduled, developed and managed by the Districts or, alternatively, by Headquarters if they have a statewide impact. Districts are responsible for submitting eligible Systems Planning projects into OTIS.

ELIGIBLE PROJECTS

- Engineering and economic surveys and investigations
- Future highway programs and local public transportation systems planning
- Financial planning
- Statewide transportation planning
- Development and implementation of management systems
- Studies of the economy, safety, and convenience of surface transportation systems
- Research, development, and technology transfer activities for planning, design, construction, management, and maintenance of highway, public transportation, and intermodal transportation systems
- Study, research, and training on the engineering standards and construction materials
- Real-time planning and monitoring
- Bridge Pre-Project Planning Activities (see Guidelines)
- Evaluation Phase Pre-Project

INELIGIBLE PROJECTS

- Construction projects

Planning Activities (see Guidelines)

FUNDING ALLOCATION

Each District is allowed up to $200k annually for purposes of Pre-Project Planning. The HQ Bridge Section is allowed up to $200k annually for statewide Bridge Pre-Project Planning. Remainder of funds to be distributed between the districts for usage as needed for planning projects.

REFERENCES

- Corridor Planning for Idaho Transportation Systems: Board Policy 4069 & Administrative Policy 5069
- Idaho on the Move, the Long Range Transportation Plan (Board Resolution Dec. 2010)
- Idaho Corridor Planning Guidebook and Lower-Volume Corridor Guide
- Idaho Corridor Planning/NEPA
- Integration Guidance and Idaho Horizons
- Director's Memorandum #22 on Practical Planning
- FY15 Evaluation Phase Project Charter Work Program
- FY15 Bridge Pre-Project Planning Work Program

PROJECT GUIDELINES

Federal regulation outlines eligible activities as set forth in 23 USC 505(a) and summarized under Eligible Projects (see above). The following detailed lists identify the eligible activities for the Evaluation Phase Project Charters and Bridge Pre-Project Planning.

Eligible Evaluation Phase Project Charter Activities

The Work Program includes a list that reflects eligible pre-design and pre-NEPA planning activities that project managers can utilize to develop and refine evaluation phase project charters. This list includes but is not limited to the following activities intended for the distinct purpose of data gathering.

1. Project Identification/Data:
   a. Review corridor plan/study reviews
   b. Analyze application submittals
   c. Review existing data
   d. Develop project purpose and needs statement
   e. Prepare project description
   f. Develop a vicinity map
   g. Assess access controls

2. Materials:
   a. Conduct preliminary field reconnaissance
   b. Identify initial pavement condition survey
   c. Conduct limited lab testing and examination
   d. Propose pavement materials determination

   **Work not to including the creation of any phase reports for engineering validity*

3. Drainage Irrigation:
   a. Evaluate existing drainage facilities
   b. Review irrigation facilities
   c. Assess potential flood plain concerns
   d. Examine for potential hydrology/hydraulics problems

4. Environmental:
   a. Perform preliminary data gathering
   b. Perform preliminary environmental scans

5. Public Involvement:
   a. Perform the Public Outreach Planner (POP)

6. Right-of-Way:
   a. Identify potential land ownership considerations
   b. Assess initial Rights-of-Way and easement needs

7. Utilities:
   a. Identify existing utilities and easements

8. Bridge:
   a. Review bridge data (age, structure type, height, weight restrictions, etc.)

9. Airport:
   a. Review airport data (locations, airspace clearance, etc.)

10. Bicycle/Pedestrian:
    a. Consider potential bicycle and pedestrian needs
    b. Identify existing bicycle and pedestrian facilities

11. Railroad and Port:
    a. Identify initial railroad locations, ownerships, shipments, etc.
    b. Assess port impacts and needs

12. Traffic:
    a. Collect traffic data
    b. Assess potential safety concerns (i.e. crash data)
    c. Conduct traffic assessment/study
    d. Analyze traffic safety improvements

13. Survey Conditions:
    a. Confirm preliminary field survey data

14. Charter:
    a. Analyze project costs
    b. Create project schedule
    c. Define project team members
    d. Complete evaluation phase project charter
    e. Submit charter for inclusion in the ITIP
    f. Perform annual reporting

Eligible Evaluation Phase Bridge Pre-Project Planning Activities

The Work Program includes a list that reflects eligible pre-design and pre-NEPA planning activities that project managers can utilize to develop and refine evaluation phase project charters. This list includes but is not limited to the following activities intended for the distinct purpose of data gathering.

1. Materials:
   a. Conduct preliminary field reconnaissance
   b. Identify soil/geotech materials at the bridge site
   c. Evaluate use of spread footings or deep foundations
   **Work not to include the creation of any phase reports for engineering validity*

2. Hydraulics:
   a. Assess or determine needs for width of channel bottom, side slopes, bank protection
   b. Determine high water elevation
   c. Assess potential flood plain concerns - ice
   d. Examine for potential hydrology/hydraulics problems

3. Environmental:
   a. Perform preliminary data gathering
   b. Perform preliminary environmental scans
   c. Identify wetlands
   d. Identify historic bridge

4. Geometry:
   a. Determine roadway typical section (number & width of lanes, shoulder width, median width, clear zone width)
   b. Determine need to modify existing profile grade
   c. Determine need to shift existing horizontal alignment
   d. Determine need for Design Exceptions
   e. Determine stage construction, detour, or shoo-fly requirements

5. Right-of-Way:
   a. Identify potential land ownership considerations
   b. Assess initial Rights-of-Way and easement needs

6. Utilities:
   a. Identify existing utilities and easements
   b. Identify future utility needs

7. Bridge:
   a. Review bridge data (age, structure type, height, weight restrictions, etc.)
   b. Evaluate bridge railing (concrete parapet, metal railing)
   c. Determine need to replace, rehabilitate, or widen bridge
   d. Evaluate need to extend culvert beyond clear zone to eliminate guardrail

Metropolitan Planning Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Maranda Obray
Transportation Planner
208-334-8483

Funding Sources
- Metropolitan Planning Apportionment
- National Highway Performance Program (NHPP)
- State Transportation Planning (STP) – State

Programmed Funding
Avg. $1.846 million annually over 5 years.

OA Distribution
- 100% fixed

Federal Participation
- 92.66%

Matching Funds
- Each Metropolitan Planning Organization
- State Highway Account

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Metropolitan Planning Program is to fund planning for Idaho's five metropolitan planning organizations in order to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carryout transportation planning activities throughout the State.

PROGRAM BENEFIT

The Metropolitan Planning Program benefits Idaho by ensuring federal transportation funds are spent in a manner that has a basis in metropolitan region-wide plans developed through inter-governmental collaboration, rational analysis and consensus-based decision making.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Tasks are identified, priced, and scheduled by each Metropolitan planning organization for inclusion in their annual Unified Planning Work Program (UPWP). Planning Services is responsible for the oversight of the each UPWP. Tasks within each UPWP are managed and developed by the lead metropolitan planning organization. Planning Services is responsible for monitoring each MPO's annual planning project into OTIS.

ELIGIBLE PROJECTS

- Engineering and economic surveys and investigations
- Planning of future highway programs and local public transportation systems
- Planning of the financing of such programs and systems
- Development and implementation of management systems
- Studies of the economy, safety, and convenience of surface transportation systems
- Research, development, and technology transfer activities
- Study, research, and training on the engineering standards and construction materials
- Strategic Highway Research Program

INELIGIBLE PROJECTS

- Construction projects

FUNDING ALLOCATION

ITD is the designated state agency responsible for the administration of FHWA 23 USC 104(f) metropolitan planning funds and FTA 49 USC Section 5303 metropolitan planning funding, ITD will adhere to 23 CFR 420.109 and FTA C8100.1C in the development of a

distribution formula, communication of metropolitan allocations, and distribution of metropolitan planning funds.

All Idaho MPOs and ITD, with the approval of the FHWA Division Administrator, have developed a distribution formula. The currently approved distribution formula is the total available metropolitan planning funds divided by the percentage representation each MPO has of the total population of the urbanized areas within the state of Idaho. The population figures are taken from the most recent population established in the decennial census.

The distribution formula will be updated with the release of the decennial census update and will be effective in the following budget year.

REFERENCES

- MAP-21 §52005
- 23 USC 505

PROJECT GUIDELINES

Federal regulation outlines eligible activities as set forth in 23 USC 505(a). Following are the eligible activities for Metropolitan Planning funding:

- Engineering and economic surveys and investigations.
- The planning of future highway programs and local public transportation systems and the planning of the financing of such programs and systems, including statewide planning under section 23 USC 135.
- Development and implementation of management systems under section 23 USC 303.
- Studies of the economy, safety, and convenience of surface transportation systems and the desirable regulation and equitable taxation of such systems.
- Research, development, and technology transfer activities necessary in connection with the planning, design, construction, management, and maintenance of highway, public transportation, and intermodal transportation systems.
- Study, research, and training on the engineering standards and construction materials for transportation systems described in paragraph including the evaluation and accreditation of inspection and testing and the regulation and taxation of their use.
- The conduct of activities relating to the planning of real-time monitoring elements.

State Planning and Research (SPR) Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Ned Parrish
Research Program Manager
208-334-8296

Funding Sources
- State Planning & Research (SPR)

Programmed Funding
Avg. $6.537 million annually over 5 years.

OA Distribution
- 100% fixed

Federal Participation
- 80%

Matching Funds
- State Distribution Account

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the State Planning and Research Program (SPR) is to conduct planning and research on behalf of the Department in order to 1) establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and 2) develop new tools, technologies and practices to improve agency operations.

PROGRAM BENEFIT

The State Planning and Research Program benefits Idaho in several ways. The Planning Programs develop plans to guide department activities and maintain data systems which provide information to inform decision-making. The Research Program enhances ITD's ability to deliver efficient and effective transportation services by offering practical and innovative solutions to problems facing the Department.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Tasks are identified, costed, and scheduled by various Headquarters Sections for inclusion in the annual SPR Work Program. Contracting Services is responsible for the administration of the annual SPR Work Program. Tasks within the SPR Work Program are managed and developed by the lead Headquarters Section.

Contracting Services is responsible for submitting the annual SPR project into OTIS.

ELIGIBLE PROJECTS

- Engineering and economic surveys and investigations
- Planning of future highway programs and local public transportation systems
- Planning of the financing of such programs and systems
- Development and implementation of management systems
- Studies of the economy, safety, and convenience of surface transportation systems
- Research, development, and technology transfer activities
- Study, research, and training on the engineering standards and construction materials
- Strategic Highway Research Program

INELIGIBLE PROJECTS

- Construction projects
- Project level planning

FUNDING ALLOCATION

For identified SPR Planning Units at Headquarters, they are allocated routine operating funds needed to enable staff to carry out their responsibilities. The remaining available SPR Planning funds are allocated to eligible projects/activities using the following prioritization process:

- SPR Planning Unit Managers prepare a request for SPR funds to carry out needed projects. Each unit manager is asked to identify funding needs in their functional areas and submit a prioritized list of needs to the SPR Program Manager.
- The SPR Program Manager meets with the unit managers to discuss identified needs and priorities, and then prepares a combined list of needs with suggested overall funding priorities.
- The SPR Program Manager then meets with ITD's Chief Operations Officer and Engineering Services Division Administrator to discuss funding requests and recommended priorities for the coming year.
- The SPR Program Manager then conducts follow-up as needed to address questions from leadership and discuss priorities identified by leadership with planning unit managers.

In the Research Program, ideas for research projects are requested annually from ITD headquarters and district staff. Research requests are reviewed and prioritized by ITD's Research Advisory Council, which includes representatives from various ITD Divisions, as well as District and FHWA representatives.

REFERENCES

- Corridor Planning for Idaho Transportation Systems 4069 & 5069
- Idaho on the Move, the Long Range Transportation Plan (Board Resolution Dec. 2010)
- Idaho Corridor Planning Guidebook and Lower-Volume Corridor Guide
- Idaho Corridor Planning/NEPA
- Director's Memorandum #22 on Practical Planning;
- MAP-21 §52005
- 23 USC 505
- CFR Title 23, Chapter I, Subchapter E, Part 420

PROJECT GUIDELINES

Federal regulation outlines eligible activities as set forth in 23 USC 505(a) and CFR Title 23, Chapter I, Subchapter E, Part 420. The regulations assign FHWA responsibility and authority for determining the eligibility of activities the State DOTs and their sub recipients propose to support with FHWA planning and research funds. Section 420.111 requires states to develop work programs that include:

- A description of the work to be accomplished
- The estimated cost of each activity
- A breakdown by fund type (federal share by fund type, state matching rate, other state or local funds)

State DOTs must obtain approval and authorization to proceed from FHWA prior to beginning work on activities supported with SPR funds.

Transportation Alternatives Program (TAP)

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Jared Holyoak
Program Manager
208-334-8168

Funding Sources
- Transportation Alternatives Program apportionments

Available Funding
$3.822 million annually after FY 2017 at default match ratio of 7.34%.

OA Distribution
- 90% initial

Federal Participation
- 92.66% minimum

Matching Funds
- Local entity per ITD-2435

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Transportation Alternatives Program (TAP) is to provide funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

PROGRAM BENEFIT

The Transportation Alternatives Program benefits Idaho by providing the funding that promotes safe alternative, non-motorized forms of transportation.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Projects are identified, prioritized, and recommended by an advisory council recruited by the Contracting Services Section. This review committee is comprised of interested parties with appropriate expertise and they evaluate projects based on need, benefit and feasibility. Recommendations for award are submitted to the IT Board for final approval during the annual update of the Idaho Transportation Investment Program. Project development and management is primarily the responsibility of the awarded sponsor with assistance from department staff - District TAP Coordinators and TAP Program Manager.

The fundamental criteria for project eligibility is that it must:

- Relate to Surface Transportation. Project must be associated with a transportation component, not recreation.
- Meet the intent of the Transportation Alternatives Program and qualify under one of the eligible project activities.
- Be sponsored by one or more eligible entities.
- Be selected through a competitive process.

Scope changes and/or cost overruns are reviewed by the TAP Program Manager in conjunction with the respective district TAP coordinator. Funds must be obligated by the end of the federal fiscal year.

ELIGIBLE PROJECTS

- Construction, planning, and design of on-road and off-road trail facilities
- Conversion and use of abandoned railroad corridors

INELIGIBLE PROJECTS

- Safety and educational activities for pedestrians and bicycles.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs

- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities,
- Any environmental mitigation activity
- The recreational trails program
- The safe routes to school program (including visitor and welcome centers).
- Historic preservation as an independent activity unrelated to historic transportation facilities.
- Archaeological planning and research.
- Transportation museums.

FUNDING ALLOCATION

Funding for TAP is allocated through a Competitive application process. Applications must be submitted electronically to the TAP Program Manager by the determined deadline.

REFERENCES

- Authorized under Section 1122 of MAP-21 (23 U.S.C. 213(b), 101(a)(29)
- Board Policy 4023.

PROJECT GUIDELINES

Permitted Applicants

Federal regulation outlines eligible activities and applicants, as set forth in 23 USC 213(c)(4)(B). Following are the eligible entities for sponsoring a TAP project:

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a state agency) that the state determines to be eligible, consistent with the goals of Subsection (c) of Section 213 of Title 23.
- Under TAP, nonprofits are not eligible as direct grant recipients of the funds. Nonprofits are eligible to partner with any eligible entity on an eligible TAP project, if state or local requirements permit.

Eligible Activities

Federal regulation outlines eligible activities and applicants, as set forth in 23 USC 213(b) and 23 USC 101(a)(29). Following are the eligible activities for TAP funding:

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):
    a. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
    b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
    c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
    d. Construction of turnouts, overlooks, and viewing areas.
    e. Community improvement activities, including:

i. Inventory, control, or removal of outdoor advertising;
ii. Historic preservation and rehabilitation of historic transportation facilities;
iii. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
iv. Archaeological activities relating to impacts from implementation of transportation project eligible under Title 23.

f. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
   i. Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in Sections 133(b)(11), 328(a), and 329 of Title 23; or
   ii. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

2. The recreational trails program under Section 206 of Title 23.
3. The safe routes to school program under Section 1404 of the SAFETEA-LU.
   a. Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
   b. Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
   c. Safe Routes to School coordinator.
4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

<u>Ineligible Activities</u>

Section 1103 of MAP-21 eliminated the definition of transportation enhancement activities in Section 104 of Title 23 and inserted in its place a definition of transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements.

1. Safety and educational activities for pedestrians and bicycles.
   - Exception: Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding).
   - Note: Some of these activities may be eligible under the Highway Safety Improvement Program (HSIP). Non-construction projects for bicycle safety remain broadly eligible for Surface Transportation Program (STP) funds.
2. Acquisition of scenic easements and scenic or historic sites.
3. Scenic or historic highway programs (including visitor and welcome centers).
   - Note: A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible under Section 101(a)(29)(D) of Title 23.
4. Historic preservation as an independent activity unrelated to historic transportation facilities.

- Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity; see Section 101(a)(29)(E).

5. Operation of historic transportation facilities.
6. Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
7. Transportation museums.

Congestion Mitigation & Air Quality (CMAQ) Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Brian Shea
Senior Transportation Planner
208-334-8828

Funding Sources
- CMAQ Apportionments

Available Funding
- $0

OA Distribution

Federal Participation

Matching Funds

Program Length

PROGRAM PURPOSE

The purpose of the Congestion Mitigation and Air Quality (CMAQ) Improvement Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM_{10} and $PM_{2.5}$).

PROGRAM BENEFIT

The CMAQ Program supports two important benefits: improving air quality and relieving traffic congestion.

STRATEGIC GOALS MET

Safety, Mobility and Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

- This Program is currently inactive per an April 2008 Idaho Transportation Board Resolution. Therefore, no projects are currently being selected and or implemented. If the Program is reactivated, existing ITD policies will need to be reviewed, modified and/or consolidated to provide consistent implementation and management of this program.

ELIGIBLE PROJECTS *INELIGIBLE PROJECTS*

- None at this time.

FUNDING ALLOCATION

- A 25% sub-allocation of the total CMAQ apportionment is only usable for projects targeting $PM_{2.5}$ in areas designated as being non-attainment or maintenance for $PM_{2.5}$. The remainder of the funding is available statewide for deliverable projects outside of this Program subject to the availability of Obligation Authority.

REFERENCES

- 23 U.S.C. Section 149
- FHWA Interim Program Guidance under MAP-21 (November 12, 2013)
- ITD Board Policy (B1105) and Administrative Policy (A1105)

PROJECT GUIDELINES

Until the ITD Board reactivates this program, there will be no project guidelines identified.

STP – Local Urban Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Nathan Hesterman
Senior Planner-Programming
208-334-8263

Funding Sources
- STP<200,000 apportionment

Available Funding
Avg. $8.4 million annually over 5 years.

OA Distribution
- 90% initial

Federal Participation
- 92.66%

Matching Funds
- Local Entity per ITD-2435

Program Length
- 5 Years + PD

PROGRAM PURPOSE

The purpose of the STP-Local Urban Program is to ensure that local federal-aid routes within urban areas (population 5,000 to 50,000) are in good condition and unrestricted. Projects within this program should preserve and improve the conditions of the local federal-aid route as well as encourage and promote the safe and efficient management, operation, and development of the transportation systems to serve the mobility needs of people and foster economic growth and development.

PROGRAM BENEFIT

The STP-Local Urban Program benefits Idaho by ensuring that local federal-aid routes within urban areas (population 5,000 to 50,000) are in good condition and unrestricted.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

STP-Local Urban projects are in areas with population between 5,000 and 50,000. Projects are identified, costed, and scheduled by the Urban Balancing Committee in consultation with Districts. Projects are prioritized and selected by the Urban Balancing Committee. Projects are managed and developed by the metropolitan planning organizations, Local Highway Technical Assistance Program or the Districts as appropriate.

The Urban Committee is composed of representatives from:

1. Kootenai Metropolitan Planning Organization (KMPO) representing the Kootenai County area
2. Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO) representing the Lewiston, ID and Clarkston, WA area
3. Community Planning Association (COMPASS) representing the Nampa/Caldwell area
4. Bannock Planning Organization (BPO) representing the Pocatello/Chubbuck area
5. Bonneville Metropolitan Planning Organization (BMPO) representing the Idaho Falls/ Ammon/Iona area
6. Local Highway Technical Assistance Council (LHTAC) representing urban areas (greater than 5,000 population) outside of the preceding areas.
7. ITD Planning Services Engineer for technical assistance.

ELIGIBLE PROJECTS

Projects located on a local federal-aid route within an urban or urbanized area are eligible for:

- Construction
- Reconstruction
- Rehabilitation
- Resurfacing

INELIGIBLE PROJECTS

- Projects not on a local federal-aid route

- Restoration
- Preservation
- Safety Improvements

FUNDING ALLOCATION

The Urban Balancing Committee is responsible for submitting the STP-Local Urban Program into the Idaho Transportation Investment Program (ITIP) using OTIS. Each individual project will be entered/updated in OTIS as part of the submittal. For each new local project, the Urban Balancing Committee will be required to submit maps through OTIS to clearly identify a project's location and the ITD-2435 Federal-Aid Project Request form.

FY increases due to project overruns or advances are offset by the Urban Balancing Committee. FY decreases due to project under-runs or delays belong to the Urban Balancing Committee. Cost decreases to prior year projects belong to the Urban Balancing Committee. Funds must be obligated by the end of the federal fiscal year. Any obligations not in OTIS by August 1 (FFY Q4) will need to be included in the End of Year Plan. Obligations do not automatically get processed after August 1 (FFY Q4) unless identified in the End of Year Plan. Unobligated funds not identified in the End of Year Plan are available statewide to deliverable projects outside of this program.

REFERENCES

- Allocation of Surface Transportation Program Apportionments To Local Public Agencies 4028, 4028S and 5028; 23 USC 104(b)(3), 133, 217; 49 USC 52
- Urban Balancing Committee MOU

PROJECT GUIDELINES

Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, operational improvements, safety improvements, and other activities as set forth in 23 USC 133, 217, and 49 USC 53. Project must be located on a local federal-aid route within an urban or urbanized area less than 200,000 population (population between 5,000 and 200,000).

STP – Transportation Management Area (TMA) Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Toni Tisdale
COMPASS Principal Planner
208-475-2238

Funding Sources
- STP TMA Apportionments

Available Funding
Avg. 10.1 million annually over 5 years.

OA Distribution
- 90% initial

Federal Participation
- 92.66%

Matching Funds
- Local Entity per ITD-2435

Program Length
- 5 Years + PD

PROGRAM PURPOSE

The purpose of the STP-TMA Program is to ensure that federal-aid routes within TMAs (population over 200,000) are in good condition and unrestricted. Projects within this program should preserve and improve the conditions of the local federal-aid route, as well as, encourage and promote the safe and efficient management, operation, and development of the transportation systems to serve the mobility needs of people and goods, and foster economic growth and development.

PROGRAM BENEFIT

The STP-TMA Program benefits Idaho by providing funds directly to local agencies in the TMA. This is the most flexible federal funding source, creating the opportunity to implement the goals and vision of Communities in Motion 2040, the regional long-range transportation plan.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Projects are identified, scoped and costed by the local agency sponsor, and scheduled by the COMPASS Board in consultation with District 3. Projects are prioritized and selected by the COMPASS TMA Balancing Committee. Projects are managed and developed by District 3 and/or COMPASS, as well as, prioritized and selected by the COMPASS Board as appropriate.

The Regional Transportation Advisory Committee (RTAC) is composed of representatives from:

1. Community Planning Association (COMPASS)
2. ITD: District 3, Office of Transportation Investments
3. Ada County: Development Services; Highway District
4. Boise State University
5. Cities of: Boise, Eagle, Meridian, Garden City
6. Department of Environmental Quality
7. Valley Regional Transit

ELIGIBLE PROJECTS

Projects* located within the TMA are eligible for:

- Construction
- Reconstruction
- Rehabilitation
- Resurfacing
- Restoration
- Preservation
- Safety Improvements

INELIGIBLE PROJECTS

- Projects not located within the TMA
- Projects located outside Ada and Canyon Counties
- Public Transportation Operations

- Bicycle and Pedestrian Improvements
- Capital Improvements for Public Transportation
- Planning

*At the COMPASS Board's discretion, STP-TMA funds can be used anywhere within the COMPASS Planning Area boundary, which encompasses the entirety of Ada and Canyon County.

FUNDING ALLOCATION

Funds can only be used with urbanized areas with populations greater than 200,000 persons. Specifically, STP-TMA funds are not allocated to a specific jurisdiction but, rather, are to be spent within the geographic transportation management area (an urbanized area exceeding 200,000 in population). The Boise urbanized area (COMPASS) is, currently, the only area in Idaho meeting this FHWA designation.

COMPASS is responsible for submitting their STP-TMA Program into the Idaho Transportation Investment Program (ITIP) using OTIS. Each individual project will be entered/updated in OTIS as part of the submittal. For each new local project, COMPASS will be required to submit maps through OTIS to clearly identify a project's location and the ITD-2435 Federal Aid Project Request form.

FY increases due to project overruns or advances are offset by the TMA Balancing Committee. FY decreases due to project under-runs or delays belong to the TMA Balancing Committee. Cost decreases to prior year projects belong to the TMA Balancing Committee.

Funds must be obligated by the end of the federal fiscal year. Any obligations not in OTIS by August 1 (FFY Q4) will need to be included in the End of Year Plan. Obligations do not automatically get processed after August 1 (FFY Q4) unless identified in the End of Year Plan. Unobligated funds not identified in the End of Year Plan are available statewide to deliverable projects outside of this program.

REFERENCES

- Allocation of Surface Transportation Program Apportionments To Local Public Agencies 4028, 4028S and 5028; 23 USC 104(b)(3), 133; 217; 49 USC 52
- Transportation Management Area Committee MOU

PROJECT GUIDELINES

Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, operational improvements, safety improvements, and other activities as set forth in 23 USC 133, 217, and 49 USC 53. Project must be located on a local federal-aid route within a TMA (population greater than 200,000); however, some projects, such as bicycle/pedestrian and public transportation capital projects are not required to be located on a federal-aid route an d can be located in the COMPASS Planning Area boundary, at the discretion of the COMPASS Board.

Transportation Alternatives TMA Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Toni Tisdale
COMPASS Principal Planner
208-475-2238

Funding Sources
- Transportation Alternatives Program apportionments for the TMA

Available Funding
Avg. $459,200 annually over 5 years.

OA Distribution
- Balance of Federal OA

Federal Participation
- 92.66% minimum

Matching Funds
- Local Entity per ITD-2435

Program Length
- 5 years + PD

PROGRAM PURPOSE

The purpose of the TAP-TMA provides funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

PROGRAM BENEFIT

The TMA-Transportation Alternatives Program benefits Idaho by providing non-motorized transportation options and beautification improvements. Projects in this program promote quality of life and must be consistent with and implement Communities in Motion 2040, the regional long-range transportation plan.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

The TAP-TMA is managed by the Community Planning Association of Southwest Idaho (COMPASS) Board, the metropolitan planning organization for the Boise Transportation Management Area, with support from the District 3 office.

ELIGIBLE PROJECTS

Projects within the TMA:
- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for

INELIGIBLE PROJECTS

TAP* funds cannot be used for:
- Projects outside of the TMA
- State or MPO administrative purposes, except for SRTS administration, and administrative costs of the State permitted for RTP set-aside funds.
- Promotional activities, except as permitted under the SRTS.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions; etc.
- Routine maintenance and operations.

*Careful consideration should be given to whether an activity falls within the eligibilities created under TAP. Some transportation enhancement categories are no longer expressly described as eligible activities under the definition of transportation alternatives defined under Project Guidelines.

pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way
- Some archaeological activities
- Environmental mitigation activity
- Recreational trails program
- Safe routes to school program
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- See Project Guidelines for specific permitted uses and other activities

FUNDING ALLOCATION

Funds are allocated through a competitive process.

Projects are administered by the District 3 staff with support from the Bicycle and Pedestrian Coordinator. Once projects are programmed, the District 3 staff manage each phase of the project development process including engineering, ROW, and construction. Project maintenance is the responsibility of the sponsoring agency. The capacity of the sponsor to maintain the proposed project is a prerequisite for receiving federal funds.

Projects are identified, prioritized, and recommended by the Regional Technical Advisory Committee (RTAC) at COMPASS. The COMPASS Board in coordination, with the ITD Board, makes the final approval of funded projects. Project Development/Management is primarily the responsibility of District 3.

Scope changes and/or cost overruns are reviewed by the TMA Balancing Committee. Funds must be obligated by the end of the federal fiscal year.

REFERENCES

- Allocation of Surface Transportation Program Apportionments To Local Public Agencies 4028, 4028S and 5028; 23 USC 104(b)(3), 133; 217; 49 USC 52
- Transportation Management Area Committee MOU

PROJECT GUIDELINES

Permitted Applicants

Federal regulation outlines eligible activities and applicants, as set forth in 23 USC 213(c)(4)(B). Following are the eligible entities for sponsoring a TAP project:

- Local governments;
- Regional transportation authorities;

- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a state agency) that the state determines to be eligible, consistent with the goals of Subsection (c) of Section 213 of Title 23.
- Under TAP, nonprofits are not eligible as direct grant recipients of the funds. Nonprofits are eligible to partner with any eligible entity on an eligible TAP project, if state or local requirements permit.

Eligible Activities

Federal regulation outlines eligible activities and applicants, as set forth in 23 USC 213(b) and 23 USC 101(a)(29). Following are the eligible activities for TAP funding:

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103):
    a. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
    b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
    c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
    d. Construction of turnouts, overlooks, and viewing areas.
    e. Community improvement activities, including:
        i. Inventory, control, or removal of outdoor advertising;
        ii. Historic preservation and rehabilitation of historic transportation facilities;
        iii. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
        iv. Archaeological activities relating to impacts from implementation of transportation project eligible under Title 23.
    f. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
        i. Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in Sections 133(b)(11), 328(a), and 329 of Title 23; or
        ii. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
2. The recreational trails program under Section 206 of Title 23.
3. The safe routes to school program under Section 1404 of the SAFETEA-LU.
    a. Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing

improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

b. Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.

c. Safe Routes to School coordinator.

4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

<u>Ineligible Activities</u>

Section 1103 of MAP-21 eliminated the definition of transportation enhancement activities in Section 104 of Title 23 and inserted in its place a definition of transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements.

1. Safety and educational activities for pedestrians and bicycles.
   - Exception: Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding).
   - Note: Some of these activities may be eligible under the Highway Safety Improvement Program (HSIP). Non-construction projects for bicycle safety remain broadly eligible for Surface Transportation Program (STP) funds.
2. Acquisition of scenic easements and scenic or historic sites.
3. Scenic or historic highway programs (including visitor and welcome centers).
   - Note: A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible under Section 101(a)(29)(D) of Title 23.
4. Historic preservation as an independent activity unrelated to historic transportation facilities.
   - Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity; see Section 101(a)(29)(E).
5. Operation of historic transportation facilities.
6. Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
7. Transportation museums.

STP – Local Rural Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Scott Ellsworth
LHTAC Federal-Aid Manager
208-344-0565

Craig Herndon
LHTAC Federal-Aid Engineer Assistant
208-344-0565

Funding Sources
- STP allocation for non-Urban area apportionments

Available Funding
Avg. $13.7 million annually over 5 years.

OA Distribution
- 90% initial

Federal Participation
- 92.66%

Matching Funds
- Local Entity per ITD-2435 at 7.34%

Program Length
- 5 Years + PD

PROGRAM PURPOSE

The purpose of the STP-Local Rural Program ensures that local federal-aid routes within rural areas and in cities with population under 5,000 are in good condition and unrestricted.

PROGRAM BENEFIT

The STP-Local Rural Program benefits Idaho by funding improvements to locally owned roadways that are located on a public road which has a functional classification as a collector or above being on the Federal-aid System.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Eligible projects are identified, prioritized, and requested by local jurisdictions who then submit applications to LHTAC through a formal project application process held from November through February. Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects (based on available funding) is then presented to the Idaho Transportation Board, for inclusion in the draft Idaho Transportation Investment Program (ITIP) in June.

STP-Rural applications will be accepted every other year. This program is targeting construction projects up to $2,000,000.

Projects are administered by LHTAC working with the Sponsor and consultant designer.

ELIGIBLE PROJECTS

- Roadway Construction
- Reconstruction
- Rehabilitation
- Resurfacing
- Restoration
- Chip sealing
- Transportation Planning

INELIGIBLE PROJECTS

- Road projects located on a local FA route

FUNDING ALLOCATION

Funds are allocated through a competitive process.

LHTAC is responsible for submitting their STP-Local Rural Program via ITIP to OTI. LHTAC will be required to submit maps (to clearly identify a project's location) and ITD-2435 Federal-Aid Project Request forms for all new local projects.

FY increases due to project overruns or advances are offset by LHTAC. FY decreases due to project under-runs or delays belong to LHTAC. Cost decreases to prior year projects belong to LHTAC. Funds must be obligated by the end of the federal fiscal year. Unobligated Preliminary Engineering by Consultant (PC) funds and Right of Way (R/W) are available statewide to deliverable projects outside of this program on a first-come-first-serve basis per the end-of-year plan on July 1st .

Unobligated Construction Engineering by Consultant (CC) and Construction (CN) are available statewide to deliverable projects outside of this program on a first-come-first serve basis per the end-of-year plan on August 1st (FFY Q4).

REFERENCES

- Allocation of Surface Transportation Program Apportionments To Local Public Agencies 4028, 4028S and 5028
- STP-Rural Exchange and the Local Rural Highway Investment Program 4030 and 5030; 23 USC 104(b)(3), 133; 217; 49 USC 52
- LHTAC MOU

PROJECT GUIDELINES

Construction, reconstruction, rehabilitation, resurfacing, restoration, operational improvements, safety improvements, and other activities as set forth in 23 USC 133, 217, and 49 USC 53. Project must be located on a local rural route and in cities with populations below 5,000.

Functional classification of roadways must be determined at application time since the federal regulations allow for the funding to be spent on arterials (SMA) and collectors (STC) with only a portion of the funds being allowed on minor collectors. Each county has a functional classification map approved by the Idaho Transportation Department (ITD). Please refer to that map for determining the roadway's classification. If you do not have the map or cannot locate it, please contact your ITD District Office for clarification or go to: www.itd.idaho.gov/highways/gis/MapLibrary/. *(This is not needed for a Transportation Plan Application.)*

Chip sealing is eligible on existing pavements within Federal-aid projects. The pavement must be in reasonably good condition and meet the following criteria:

- Existing pavement must not be more than 12 years old;
- Existing pavement must be at least 24' wide and have a minimum of 2" hot mix pavement;
- Must have at least 2' of shoulder on each side; (paved or unpaved)
- Existing pavement must not show more than 20% fatigue cracking;
- Road must be classified as a major collector or arterial route; and
- The work must be contracted out to a private contractor.

Local Bridge Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Scott Ellsworth
LHTAC Federal-Air Manager
208-344-0565

Craig Herndon
LHTAC Federal-Aid Engineer Assistant
208-344-0565

Funding Sources
- STP Bridge apportionment

Available Funding
Avg. $5.2 million annually over 5 years.

OA Distribution
- 90% initial

Federal Participation
- 92.66%

Matching Funds
- Local Entity per ITD-2435

Program Length
- 5 Years + PD

PROGRAM PURPOSE

The purpose of the STP-Local Bridge Program ensures that local bridges on the federal-aid system are in good condition and unrestricted.

PROGRAM BENEFIT

The STP-Local Bridge Program benefits Idaho by funding improvements to locally owned bridges that are located on a public road which has a functional classification as a collector or above being on the Federal-aid System. This program provides funds for the replacement or rehabilitation of local bridges.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Eligible projects are identified, prioritized, and requested by local jurisdictions who then submit applications to LHTAC through a formal project application process held from November through February. Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects (based on available funding) is then presented to the Idaho Transportation Board, for inclusion in the draft Idaho Transportation Investment Program (ITIP) in June. Projects are administered by LHTAC working with the Sponsor and consultant designer.

ELIGIBLE PROJECTS

- Bridge replacement
- Structural rehabilitation
- Deck replacement
- Bridge maintenance

INELIGIBLE PROJECTS

- Bridge projects not located on a Local FA System route
- Road projects

FUNDING ALLOCATION

Funds are allocated through a competitive process.

LHTAC is responsible for submitting their STP-Local Bridge Program via ITIP to OTI. LHTAC will be required to submit maps (to clearly identify a project's location) and ITD-2435 Federal-Aid Project Request forms for all new local projects.

FY increases due to project overruns or advances are offset by LHTAC. FY decreases due to project under-runs or delays belong to LHTAC. Cost decreases to prior year projects belong to LHTAC.

FY increases due to project overruns or advances are offset by LHTAC. FY decreases due to project under-runs or delays belong to LHTAC. Cost decreases to prior year projects belong to LHTAC. Funds must be obligated by the end of the federal fiscal year. Unobligated Preliminary Engineering by Consultant (PC) funds and Right of Way (R/W) are available statewide to deliverable projects outside of this program on a first-come-first-serve basis

per the end-of-year plan on July 1st.

Unobligated Construction Engineering by Consultant (CC) and Construction (CN) are available statewide to deliverable projects outside of this program on a first-come-first serve basis per the end-of-year plan on August 1st (FFY Q4).

REFERENCES

- Highway Safety Funds B&A-19-07
- 23 USC 144
- LHTAC MOU

PROJECT GUIDELINES

In order to qualify for Bridge Funds, it must meet all three of the following criteria:

1. Must be in the National Bridge Inventory (NBI) Database, which requires that the bridge be longer than 20 feet and that it must carry a public road.
2. The bridge must have a sufficiency rating of less than 50 for replacement. This is the number shown on your Annual Bridge Inspection Reports. For rehabilitation, the bridge must have a sufficiency rating less than 75.
3. The bridge must be classified as structurally deficient or functionally obsolete.

Eligible activities include bridge replacement, structural rehabilitation, deck replacement, and bridge maintenance. Approximately 10% of a bridge project's cost can be used for approach work. Bridge must reside on a Local FA System route having a functional classification of a collector or above.

Bridge Off-System Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Scott Ellsworth
LHTAC Federal-Aid Manager
208-344-0565

Craig Herndon
LHTAC Federal-Aid Engineer Assistant
208-344-0565

Funding Sources
- STP Off-System Bridge apportionments

Available Funding
Avg. $2.9 million annually over 5 years.

OA Distribution
- 90% initial

Federal Participation
- 92.66%

Matching Funds
- Local entity per ITD-2435

Program Length
- 5 Years + PD

PROGRAM PURPOSE

The purpose of the Bridge Off-System Program ensures that local bridges off of the federal-aid system are in good condition and unrestricted.

PROGRAM BENEFIT

The Bridge Off-System Program benefits Idaho by funding improvements to locally owned bridges that are located on a public road which has a functional classification below a collector. This program provides funds for the replacement or rehabilitation of off-system bridges.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Eligible projects are identified, prioritized, and requested by local jurisdictions who then submit applications to LHTAC through a formal project application process held from November through February. Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects (based on available funding) is then presented to the Idaho Transportation Board, for inclusion in the draft Idaho Transportation Investment Program (ITIP) in June. Projects are administered by LHTAC working with the Sponsor and consultant designer.

ELIGIBLE PROJECTS

Locations must be off-system to qualify:
- Bridge replacement
- Structural rehabilitation
- Deck replacement
- Bridge maintenance

INELIGIBLE PROJECTS

- Road projects

FUNDING ALLOCATION

Funds are allocated through a competitive process.

LHTAC is responsible for submitting their Bridge Off-System Program via ITIP to OTI. LHTAC will be required to submit maps (to clearly identify a project's location) and ITD-2435 Federal-Aid Project Request forms for all new local projects.

FY increases due to project overruns or advances are offset by LHTAC. FY decreases due to project under-runs or delays belong to LHTAC. Cost decreases to prior year projects belong to LHTAC.

Funds must be obligated by the end of the federal fiscal year. Unobligated Preliminary Engineering by Consultant (PC) funds and Right of Way (R/W) are available statewide to deliverable projects outside of this program on a first-come-first-serve basis per the end-of-year plan on July 1st. Unobligated Construction Engineering by Consultant (CC) and

Construction (CN) are available statewide to deliverable projects outside of this program on a first-come-first serve basis per the end-of-year plan on August 1 (FFY Q4).

REFERENCES

- Highway Safety Funds B&A-19-07
- 23 USC 144
- LHTAC MOU

PROJECT GUIDELINES

In order to qualify for Off-System Bridge Funds, it must meet all of the following criteria:

1. Must be in the National Bridge Inventory (NBI) Database, which requires that the bridge be longer than 20 feet and that it must carry a public road.
2. The bridge must have a sufficiency rating of less than 50 for replacement. This is the number shown on the Annual Bridge Inspection Report. For rehabilitation, the bridge must have a sufficiency rating less than 75.
3. The bridge must be classified as structurally deficient or functionally obsolete.

Eligible activities include bridge replacement, structural rehabilitation, deck replacement, and bridge maintenance. Approximately 10% of a bridge project's cost can be used for approach work. Bridge must reside off of a Local FA System route.

Emergency Relief (ER) Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Nathan Hesterman
Sr. Transportation Planner
208-334-8263

Funding Sources
- Federal emergency relief (ER) and emergency relief federally owned (ERFO) appropriations;
- Idaho Bureau of Homeland Security disaster funds

Available Funding
Per DDIR per project

OA Distribution

Federal Participation
- 100% emergency repair
- 92.27/92.66% permanent repair

Matching Funds
- State Match Account if SHS
- Local Entity per ITD-2435 otherwise

Program Length
- Funds available until spent or until rescinded by Congress

PROGRAM PURPOSE

The purpose of the Emergency Relief Program is to ensure that Idaho's transportation systems are in good repair and unrestricted following emergencies and disasters.

PROGRAM BENEFIT

The Emergency Relief Program benefits Idaho by ensuring roads and bridges that have been damaged by accidents, natural disasters or other unforeseen cataclysmic events can be repaired immediately.

STRATEGIC GOALS MET

Safety, Mobility and Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

No projects under this fund are currently being selected and implemented; however, previously funded projects may continue to exist in the overall program. Projects are identified and application made by Management and the Board. Upon receipt, projects are costed, scheduled, managed, and developed by the District.

ELIGIBLE PROJECTS

- Approved DDIR from the FHWA. Projects requiring non-federal capital investment
- Program Emergency Repairs in the Restoration Program.

INELIGIBLE PROJECTS

FUNDING ALLOCATION

Funding is allocated on a per disaster event declaration by the Governor as approved by FHWA. FY increases due to project overruns or advances are offset by the District using other funds. FY decreases due to project under-runs are available to other ER projects in this Program as approved by the FHWA. Otherwise, funds are available to a specific disaster until spent or rescinded by the FHWA.

REFERENCES

FHWA Emergency Relief A-01-26
- USC 120(e), 125

PROJECT GUIDELINES

Disaster declaration requested by CE or their delegate. District then programs project for emergency repairs. Permanent repairs are identified, costed, and programmed by District. Application is then made by Districts to FHWA for Detailed Damage Inspection Report (DDIR) approval. Projects are scheduled, managed, and developed by the District.

Federal Lands Access Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Blake Rindlisbacher
Transportation Engineering Division Administrator
208-334-8231

Funding Sources
- Federal Lands Access Program apportionment

Available Funding
$13.9 million annually over 5 years

OA Distribution

Federal Participation
- 92.66%

Matching Funds
- State Match Account if SHS
- Local Entity per ITD-2435

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Federal Lands Access Program (FLAP) is to ensure that Idaho's forest highways are in good repair and unrestricted.

PROGRAM BENEFIT

The Federal Lands Access Program benefits Idaho citizens, hunters and anglers by providing access to forests and recreational public lands.

STRATEGIC GOALS MET

Safety, Mobility and Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Programming Decisions Committee (PDC) which includes representatives from ITD, Western Federal Lands Highways Division (WFLHD), and LHTAC.

Project applications have been solicited for construction FY2018 and FY2019. Project applications are due April 3, 2015. The project applications can be found at the following site, http://www.wfl.fhwa.dot.gov/programs/flap/id.

Review, selection, prioritization and scheduling of projects will be completed by the Project Selection Team with representation from WFL, ITD, LHTAC, National Park Service (NPS), US Fish and Wildlife Service (USFWS), and US Army Corp of Engineers (USACE). The lead agency for all facets of project delivery will be the WFLHD. Project delivery consists of federal environmental compliance, design, construction contract advertisement, and construction contract administration.

ELIGIBLE PROJECTS

- Projects that access National Parks, Nation Forest Systems land, National Wildlife Refuges, BLM lands, US Corps of Engineer lands, or Tribal lands.

INELIGIBLE PROJECTS

FUNDING ALLOCATION

Funding is allocated on a per project prioritization by the PDC through a public application process.

REFERENCES

- MAP-21 Sec. 1119
- 23 USC 120, 134, 135, 205, 205, 210
- WFLHD MOU

PROJECT GUIDELINES

The focus of the program is to deliver projects that access National Parks, National Forests System lands, National Wildlife Refuges, BLM lands, US Corp of Engineers lands, and Tribal lands.

Projects must be:

- Located on a public highway, road, bridge, trail or transit system;
- Located on, adjacent to, or provides access to Federal Lands; and
- Title or maintenance responsibility of the roadway or facility is vested with the State, County, Local Government, or Tribe.

Eligible activities include:

- Environmental mitigation in or adjacent to Federal Land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
  - Wildlife Crossings (see http://itd.idaho.gov/highways/research/archived/reports/RP229FINAL.pdf for additional information regarding how to prioritize a location and determine a type of crossing)
- Preventive maintenance, rehabilitation, restoration, construction, and reconstruction;
- Adjacent vehicular parking area (which can be under Federal maintenance responsibility);
- Acquisition of necessary scenic easements and scenic or historic sites;
- Provisions for pedestrians and bicycles;
- Roadside rest areas, including sanitary and water facilities;
- Operation and maintenance of transit facilities

In order of priority, the PDC uses the following criteria to score projects:

- Safety
- System Preservation
- Recreation
- Mobility
- Sustainability and Environmental Quality
- Readiness and Support

As requested by the Districts, the Transportation System office can run the proposed projects through the Strategic Initiatives models.

For projects on the state highway system, the matching funds will come from the State Match Account unless the project must be started mid-year rather than entering during the Program. At that point match will be from district allocations in one of the three primary programs: strategic initiatives, pavement or bridge.

The Idaho Federal Lands Access Program is currently estimated to receive about $17 million annually. Proposals requesting at least $100,000 will be considered. Because of limited FLAP funding, proposals will receive additional consideration when funding leveraged from other sources is also available. Additional information, guidance, and FAQs regarding the Federal Lands Access Program may also be found at the following websites:

- http://www.fhwa.dot.gov/map21/guidance/guideflap.cfm
- http://www.fhwa.dot.gov/map21/qandas/qaflap.cfm

Port of Entry WIM/AVI Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Pat Carr
Port of Entry Manager
208-334-4426

Funding Sources
- Division of Motor Vehicle Funds
- Federal Motor Carrier Safety Administration (FMCSA) Grants
- State Funds (ST)

Available Funding
FMCSA Discretionary Program

OA Distribution
-

Federal Participation
- FMCSA 50%

Matching Funds
- Division of Motor Vehicles Account
- STB apportionment

Program Length
- 5 Years

PROGRAM PURPOSE

This program authorizes the construction of Weigh-in-motion/Automatic Vehicle Identification systems at Port of Entry (POE) locations. The projects in this program will affect each of the department's strategic goals.

PROGRAM BENEFIT

The POE WIM/AVI program benefits Idaho by increasing staff efficiencies and cost savings for commercial industry by maximizing the utilization of technology to decrease processing time of commercial vehicles at weigh sites. The program also provides a significant safety benefit that will result from commercial vehicles, with known history of good safety, weights, dimensions and credentials compliance, authorized to bypass (pre-clearance events) at equipped weigh sites. This allows enforcement personnel to concentrate on those carriers required to report for inspection and weighing that are more likely to need their time and attention. This would result in a more efficient Size & Weight Program, which is a federally required program for states to receive federal highway construction funds.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

This program is managed by ITD's Division of Motor Vehicles Business & Port of Entry Management Team, FMCSA and ITD Contracts Administration.

ELIGIBLE PROJECTS

- WIM projects
- AVI projects

INELIGIBLE PROJECTS

FUNDING ALLOCATION

Funding is based on grant allocations from the Federal Motor Carrier Safety Administration (FMCSA), Costs fluctuate according to project progress and based on the number of WIMs and AVIs being installed concurrently. Projects are selection based on the POE's Five Year site installation plan and may be dependent on FMCSA CVISN grant funding and approval.

REFERENCES

- Federal Motor Carrier Safety Administration (FMCSA)
- Port of Entry Five Year Site Installation Plan

PROJECT GUIDELINES

WIM projects are restricted to POE enforcement sites prioritized by traffic volume and industry need.

ST Projects

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Tom Points
Transportation Systems Engineer
208-334-8253

Nathan Hesterman
Senior Transportation Programming Planner
208-334-8263

Funding Sources
- ST

Programmed Funding
Avg. $108.4 million over 5 years.

OA Distribution
N/A

Federal Participation
- 0%

Matching Funds
- None

Program Length
- 5 Years

PROGRAM PURPOSE

This is not a program per se; but a formalized list of projects being funded with State funds from within the existing Program. State funded (ST) projects appear in the pavement, Bridge, and Strategic Initiatives programs.

The differences in procedure for these projects involve differing design standards and approval processes than in the non-federal development process.

PROGRAM BENEFIT

ST Projects benefit Idaho by streamlining the project development and construction processes.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

Projects are being funded with state funds in order to gain the efficiencies inherent in not being required to follow all federal procedures and standards. The Districts should choose projects for ST funds to maximize these efficiencies. Projects that the Districts would like to be state funded shall be marked as "State of Idaho" funded in OTIS under the Budget/ Program Details/Shares field. This field is described in the Change Request section of the OTIS manual.

ELIGIBLE PROJECTS

- Restoration
- Pavement Preservation
- Bridge Preservation and Restoration
- Strategic Initiatives
- ADA ramps

INELIGIBLE PROJECTS

FUNDING ALLOCATION

Projects funded with ST must be obligated by the end of the state fiscal year. Unobligated funds are available statewide to deliverable projects outside of this program on a first-come-first-serve basis per the state end-of-year reconciliation on April 1 (SFY Q4).

REFERENCES

- None

PROJECT GUIDELINES

- None

Public Transportation Program

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Mark Bathrick
Public Transportation Manager
208-334-8210

Funding Sources
- FTA funds

Available Funding

OA Distribution
- 100% initially with 3-year carry-over authority

Federal Participation
Varies

Matching Funds
- **Local entities**

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Public Transportation Program is to provide transportation options and accessibility for all Idahoans and to augment and enrich the State Highway System.

PROGRAM BENEFIT

Public transportation provides services to citizens without access to other transportation alternatives and allows them travel to employment, shopping, medical care, and social/recreational opportunities. Consequently, well-crafted public transportation options strategically placed across the state is a major enabler and contributor to the economic development and well-being of the state.

Further, the Public Transportation Program benefits Idaho by helping to extend the lifespan and quality of the state highway system's infrastructure as well as helps extend the lifespan and quality of this infrastructure by improving the efficiency of its use along with providing alternative mobility choices for Idaho's citizens.

STRATEGIC GOALS MET

Safety, Mobility & Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

The Public Transportation Section at ITD helps sustain the existence of public transportation in line with the values, needs, and priorities across the state. Through administration of federal funds allocated to the state alongside an aggressive identification and coordination of other funding opportunities, the Section helps identify the financial means to provide these transportation choices.

ELIGIBLE PROJECTS

- Public Transportation Operating, Planning, or Capital Projects

INELIGIBLE PROJECTS

FUNDING ALLOCATION

The Section assists in the annual administration of Federal Transit Administration (FTA) formula funding for Public Transportation programs targeting Rural Transportation, Transportation for the Elderly and Persons with Disabilities, Intercity Transportation, Transportation for Commuters and vehicle replacement.

The Section administers the Department's Vehicle Investment Program (VIP). VIP is a statewide program intended to add value to the overall effectiveness of public transportation in Idaho. The program forms a state, and local partnership whereby VIP will help support the purchase of transit vehicles for rural providers. The purpose of the program is to combine state and local dollars to fund vehicles in one grant cycle.

Under MAP-21 for FFY2015, Federal Transit Administration funding allocated to Idaho and

administered by Public Transportation Section includes over $10.5 million of formula funding. Outside of the Public Transportation Section's direct responsibility, there is well over an additional $10 million of FTA funding directed to transportation services in small and large urban areas across the state.

Matching Funds:
Local match rates are defined for each type of FTA formula and vary based on the expense category (Capital, Operating, Administrative, and Preventive Maintenance) but can range from 8% to 50%. Local match is provided by applicants for FTA funds and is provided by contributions from local government jurisdictions, public/private partnerships, and through donations.

Annual Allocation: Public Transportation FTA formula funds administered by the Public Transportation Section are allocated based on Idaho's population and the respective populations by District of the targeted ridership. Funded programs in Idaho include the 5310 Elderly and Persons with Disabilities program (both Rural and Small Urban), the 5311 Rural Transportation program, the 5311(f) suballocation for Intercity transportation, 5339 Bus and Bus Facilities (both Rural and Small Urban), and several other 'specialty' programs.

REFERENCES

- 4038: Public Transportation Program
- 4039: Public Transportation Advisory Council "PTAC"

PROJECT GUIDELINES

The Public Transportation Section pursues efforts to identify and prioritize needs, solicit provider proposals to meet these needs, select projects for award, grant funds and monitor performance.

The Public Transportation Section is responsible for traditional functions including managing the solicitation of applicants for sub-granting of FTA transportation funds, along with facilitating the review and evaluation process for these applications. Following award of funding, the Public Transportation Section provides technical assistance with the use of grant funding and facilitates the reporting, reimbursement process with the providers and compliance.

Idaho Airport Aid Program (IAAP)

FY 2017-2021 Update **ITD Program Profile Sheet**

Contact
Bill Statham
Airport Planning and Development Project Manager
208-334-8784

Funding Sources
- Federal Aviation Administration (FAA)– Airport Aid Program (AIP)
- Idaho Airport Aid Program (IAAP) [Trustee and Benefits]
- Local Owner

Available Funding
- 2017: $ 550,000
- 2018: $ 550,000
- 2019: $ 550,000
- 2020: $ 550,000
- 2021: $ 550,000

OA Distribution
- 100% initially with 3-year carry-over authority

Federal Participation-AIP
- Primary Service 93.75%
- GA-NPIAS 90%
- Community 0%

Matching Funds-IAAP
- Primary Service- LS
- GA-NPIAS 2% - 5%
- Community Airports 50% - 75%

Program Length
- 5 Years

PROGRAM PURPOSE

The purpose of the Aeronautics Division's Idaho Airport Aid Program (AERO-IAAP) is to ensure that Idaho's aviation transportation system is in good repair and unrestricted.

PROGRAM BENEFIT

Idaho's system of public-use airports serves a wide variety of aviation activities. General-aviation airports serve not only corporate and business users, but these airports also play an important role in supporting recreation and tourism in the state. Idaho's commercial airports accommodate operations by regional and commuter airlines, as well as major airline operations. Air cargo activities are also supported by the state's aviation system, as is military activity. In addition to these airports, the Division of Aeronautics oversees maintenance and operation activities at state operated airports.

STRATEGIC GOALS MET

Safety, Mobility and Economic Opportunity

PROJECT SELECTION AND IMPLEMENTATION

The Division of Aeronautics, in partnership with the FAA and municipalities, coordinates a multi-level planning process comprised of the State Airport System Plan, Airport Master Plans, and the Statewide Capital Improvement Program (SCIP). System planning establishes statewide needs while master planning is a more detailed plan for a single airport.

Project selection is a collaborative process involving the FAA, municipalities, and ITD.

Statewide system planning and airport master planning coupled with public input are the basis of the SCIP. Project prioritization based upon the intended use of funds is the basis for project selection and acceptance. The division annually requests grant applications from the 70 eligible public airports throughout the state. The state has a specific application form and set of application procedures. The division requests an updated SCIP prior to the application.

The FAA regularly requests review and comment upon the FAA applications from the division prior to the final processing. A copy of the FAA application is accepted in lieu of an IAAP application when the request is simply for assistance with the local match requirement for the AIP funds.

The AERO-IAAP program is managed by the Project Manager of the Airport Planning and Development section within the Division of Aeronautics.

Primary Service airport projects are identified, estimated, and scheduled by the FAA. Projects are prioritized and selected based upon FAA's National Priority System and the availability of local matching funds. Projects are developed by the airport owner and their consultant with overall management from the FAA and construction management from the airport owner and their consultant.

General Aviation airport projects are identified and estimated by the FAA with coordination and scheduling input from the Division of Aeronautics. Projects are prioritized and selected based upon FAA's National Priority System and the availability of local matching funds. Projects are developed by the airport owner and their consultant with overall management from the FAA and construction management from the airport owner and their consultant.

Statewide Airport System Planning projects are identified, estimated, and scheduled by the Division of Aeronautics. Projects are prioritized and selected based upon FAA's National Priority System. The Division of Aeronautics and their consultant with overall management from the FAA and contract management from the Division of Aeronautics develop projects.

General Aviation (Community airports) projects are identified, estimated, and scheduled by the airport owner and the Division of Aeronautics. Projects are prioritized and selected based upon the Division of Aeronautics Priority System and the availability of local matching funds. Projects are developed by the airport owner with overall management from the Division of Aeronautics and construction management from the airport owner.

ELIGIBLE PROJECTS	*INELIGIBLE PROJECTS*
• Planning Documents: master plan, narrative report, environmental assessment, site selection study, land use compatibility plans • Planning Drawings: airport layout, land ownership, airspace, approach zones, terminal areas, land use, and zoning drawings • Land acquisition for airside development, landside development, approaches, and 'runway protection zones' • Aviation easements to safeguard aircraft operations near airports • Grading and drainage for construction of: runway, taxiway, apron • Reconstruction of: runway, taxiway, apron • Obstruction removal for "Runway Protection Zones" • Installation or rehabilitation of a segmented circle markers, airfield lighting and electrical systems, and perimeter fencing • Air Navigation Facilities and airport visual aids • Lighting and other supplies to airports • Construction of public-owned public-use buildings for hangars, pilot lounge, rest rooms, etc. • Other items as approved by the Idaho	• Facilities under exclusive lease or private/ corporate control • ARFF equipment • Purchase or construction of income producing property • Decorative landscaping, art, and sculpture • Previous land acquisition • Previous building construction or improvements • Previous state grants • Previous federal grants • Grant Amendments that increase the original grant amount

Transportation Board
- Public-use helipads and a primary access road

FUNDING ALLOCATION

The entire funding package for the Aeronautics program is separate and distinct from the surface transportation programs and therefore functions under its own set of procedures. Airport projects receive funding from a combination of FAA-AIP, State AERO-IAAP, and local (airport owner) sources. Taxes and/or user fees fund both federal and state programs.

At the federal level, airline ticket tax, airfreight waybill tax, international passenger departure tax, and aviation fuel tax are income sources. The state airport program is funded by aircraft fuel tax and aircraft registration fees. Local funds are generated from a number of sources, including local rates and charges for use of the airport, local government mill levy financing, and local general fund appropriations.

The FAA provides grant funds to 35 of Idaho's 125 public-use airports, two proposed new airport sites, the Moscow/Pullman Airport (located in Washington State but with shared sponsorship between Idaho and Washington municipalities), and to the Idaho Division of Aeronautics for statewide planning; a total of 39 grantees in Idaho. Two municipal airports are temporarily ineligible to receive FAA-AIP funding.

These funds are administered and distributed, for the most part, by the FAA with coordination and scheduling input from the State of Idaho. The FAA funds are passed directly to the recipient and do not pass through the Idaho Transportation Department. All funds are available through the FAA-AIP and are distributed to airports based upon their type and level of activity.

The FAA currently provides grants amounting to 93.75% of eligible project costs to Commercial Service airports and grants amounting to 90% of eligible project costs to General Aviation airports for airfield and support facilities and a smaller percentage for passenger- terminal facilities. The local airport and the State of Idaho are jointly responsible to provide the remaining project match of 6.25% or 10% respectively.

FAA funds are available to Idaho airports in a number of categories, based upon characteristics of the airport or of the project:

1. Primary Service airports have regularly scheduled air service and enplane at least 10,000 passengers annually (7 airports). These airports receive an annual passenger enplanement entitlement and are eligible for FAA discretionary funds.
2. General aviation airports provide service for smaller aircraft for 31 Idaho grantees. These 29 airports and two new airport sites receive funds from an annual state apportionment and occasionally are eligible for FAA discretionary funds. A portion of these funds are identified annually as a non-primary entitlement to select airports based upon the airport's development needs.
3. The Division of Aeronautics receives FAA-AIP grant funding primarily for planning studies. The division currently receives a grant amounting to 90% of the project costs for preparation of the ongoing Idaho Airport System Planning effort, which include the annual Network Pavement Management Program, the SCIP, updates to the System Plan Report, and Special Statewide Studies as needed.

The IAAP is a state-funded grant program that is administered by ITD's Division of

Aeronautics. The IAAP provides grant funds to 67 of Idaho's 125 public-use airports, two proposed new airport sites, and the Moscow/Pullman Airport; 70 grantees in Idaho. This program can be used to assist local governments with matching the federal funds or for airport improvements not eligible for federal assistance. The State IAAP funds are available to Idaho airports in three categories, generally by airport function:

1. Primary service airports may receive a lump sum annual amount. These funds are a 50%-50% match for eligible airport improvements, without regard to the level of FAA project funding.
2. General aviation airports that receive FAA-AIP funds are automatically eligible to receive IAAP funds to assist with the 10% match required of the airport sponsor. These grants provide up to half of the local match (5%). These matching funds help insure that the available AIP funds will be used when available. The IAAP matches FAA-AIP 'pure discretionary' funds even though they are unscheduled large amounts.
3. General aviation airports that are not eligible to receive federal funds (Community airports) are eligible to receive IAAP funds to assist with airport planning, development, and maintenance projects. The percent of match varies from 50% to 75% of the project costs based upon a regulatory formula indexed to the population within the airports service area. Airports with a small service area population receive a greater match of the project costs than the airports with a larger service area.

The IAAP is funded 100% initially with three-year carry-over authority. Funds may be transferred into or from a project at closeout to balance budget with authorization levels. The availability of FAA-AIP funds depends upon annual appropriation levels and the share available to Idaho airports. The availability of AERO-IAAP funds depends upon the level of annual fuel tax revenues and the share allocated to the program within the Division. The availability of local funds depends upon revenues from airport fees and local tax revenues. The amounts available for Idaho airports for FY 2015 are estimated to be ± $45.85 million in FAA-AIP, ± $0.62 million in AERO-IAAP, and ± $4.01 million in local funds.

REFERENCES

- 4011 & 5011 Idaho Transportation Investment Program
- 4035 & 5035 Coordination with the Aeronautics Advisory Board
- 4037 & 5037 Aeronautical Activity
- 4075 Assistance to Idaho Airports

PROJECT GUIDELINES

The distribution of funds is based upon the source of funding and the type of airport.

- Primary Service airports in Idaho receive 93.75% of project costs from the FAA-AIP, a lump sum annual amount from the AERO-IAAP, and the remainder of the 6.25% match is the responsibility of the airport owner. The AERO-IAAP amount generally averages between 0.5% and 1.5% of project costs.
- General Aviation airports in Idaho receive 90% of project costs from the FAA-AIP, up to 5% of project costs from the AERO-IAAP, and the remaining 5% or more match from the airport owner.
- Statewide Aviation System Planning projects in Idaho receive 90% of project costs from the FAA-AIP, and 10% of project costs from force account work from the staff of the Division of Aeronautics.
- General Aviation (Community airports) projects in Idaho receive a percent of match that varies from 50% to 75% of the project costs based upon a regulatory formula indexed to the population within the airports service area. Airports with a small service area population receive a greater match of the project costs than the airports

with a larger service area.

General Aviation Airports that are not eligible to receive federal funds are eligible to receive IAAP funds to assist with airport planning, development, and maintenance projects. These projects are carefully reviewed, prioritized, and evaluated. Since the division has limited funding, each approved project must demonstrate that it addresses an immediate safety need or that it will preserve facilities that the state has funded in the past. The primary principals that form the basis for the IAAP program are detailed in Idaho Administrative Code, IDAPA 39.04.04, - Rules Governing Idaho Airport Aid Program.

Only public entities are eligible to participate in the Idaho Airport Aid Program. Any county, city, village, or agency designated in Idaho Code, is an eligible public entity for the purpose of participation in the Idaho Airport Aid Program. The specific requirements for airport owner and project eligibility are detailed in Idaho Administrative Code, IDAPA 39.04.04, - Rules Governing Idaho Airport Aid Program.

The Division of Aeronautics has established an Associated Performance Measure relating to the facility improvements accomplished under the IAAP. The goal is to assist public airports in meeting design and maintenance standards, because properly designed and maintained airports provide better traveling conditions for the public, safer operating conditions and increase air commerce activities. The statewide average airport pavement condition index is the selected performance measure. At the present time the airfield pavement condition portion of the transportation system is in Good Repair and Unrestricted.

- Goal - Increase the overall statewide average airport pavement condition index to 81.
- Measure - 2013 average airport pavement condition index is: 72.3 PCI.

APPENDIX A

TYPE OF WORK CLASSIFICATIONS

CLASS		SUB-CLASS	
1.	NEW ROUTE (NEW RTE) – Construction that will provide either: (a) new route in an area where none existed before; or (b) a supplemental route in a new corridor with the basic function of the existing facility remaining the same. In the latter case, both the new route and existing facility will be designated to serve State Highway through traffic.	1.	Preliminary Engineering Only (PE Only)
2.	RELOCATION (RELOC) – Construction Coat (SICT) that will place an existing facility Undetermined Surface in a different corridor than its (UndSrfType) present alignment. The improved Surface relocated facility will be designated to serve State Highway through traffic while the old road will be left to serve local needs, or obliterated.	2.	Right-of-Way Only (RW Only)
3.	BRIDGE CONSTRUCTION & APPROACHES (BR/APPRS) – Construction of a bridge and approaches to remove, reconstruct, replace or rehabilitate.	3.	Advanced Right-of-Way (ADV RW)
4.	ADDED LANES SEPARATE ROADWAY (ADD LANES SEP RDWY) – Construction within the corridor of an existing route that will provide added lanes on a separate roadway from the existing facility. The existing facility will continue to function with the added lanes providing increased capacity and/or safety.	4.	Right-of-Way Additional (RW ADD)
5.	*RECONSTRUCTION/REALIGNMENT (RECONST/REALIGN) – Construction of an improved highway on approximate alignment of an existing route where existing right-of-way and roadway components are incorporated in the new improvements to the extent practical. Construction would normally include alignment and grade adjustments, drainage improvements and construction of a roadway sub-grade and surface to an additional width of more than six feet wider than the old facility.	5.	Seal Coat (SLCT)
6.	MAJOR WIDENING (MAJRWIDN) – Construction on the roadway of an existing facility primarily for adding one or more auxiliary lanes to increase capacity. (Major widening is any additional width greater than 6 feet or additional lane.)	6.	Undetermined Surface Type (UNDSRFTYPE)
		7.	Bituminous Surface Treatment (BST)
		8.	Plant Mix Pavement (PLMXPAV)
		9.	Road Mix Pavement (RDMXPAV)
		10.	Concrete Pavement (CONCPAV)
		11.	Grading & Drainage (GR&DR)
		12.	Bridge Replacement (BRREPL)
		13.	Bridge Rehabilitation (BRREHAB)
		14.	Interchanges (IC)
		15.	Grade Separations (GS)
		16.	Frontage Roads (FRRD)
		17.	Detours (DETR)
		18.	Railroad Adjustment (RRADJ)
		19.	Utility Adjustment Only (UTILADJONLY)
		20.	Roadway Emergency Relief (RDEMERREL)
		21.	Bridge Emergency Relief (BREMERREL)
		83.	Short Span Replacement (SHORTSPANREPL)
		84.	Environmentally Sensitive Areas (ENV)
		98.	Passing Lane (PASSLN)
		99.	Intelligent Transportation System (ITS)

* Explanation for use of six feet as width break point for class 5 and class 7 – AASHTO standard widths for the majority of rural roadway types are 28', 34' and 40'. This would allow an improvement to be made to the next higher standard and still be classified as "Minor Widening". Width improvements beyond that which would provide the next higher standard would be classified as "Reconstruction." This would also allow existing roadway as narrow as 22' to be upgraded 28' under the "Minor Widening" classification.

CLASS		SUB-CLASS	
7.	* RESURFACING/RESTORATION & REHABILITATION/ PAVEMENT WIDENING (RESRF/RESTO&REHAV/ PAVTWIDN) – Pavement rehabilitation improvements on existing roadways, pavements and bridge decks to restore them to their proper condition. Minor safety and traffic operation improvements could be a part of the overall project. This classification also includes adding width to the roadway, bridge or shoulders to a maximum of six feet total additional width. Most 3R projects fall in this class of construction.	1.	Preliminary Engineering only (PE Only)
		4.	Right of Way Additional (RW ADD)
		5.	Seal Coat (SLCT)
		6.	Undetermined Surface Type (UNDSRFTYPE)
		22.	Resurfacing (Resrf)
		23.	Pavement Rehabilitation (PavRehab)
		24.	Base/Sub-Base Work & Resurfacing (Bs&Resrf)
		25.	Concrete Pavement Resurfacing (ConcPavResrf)
		26.	Minor Widening & Resurfacing (MinrWidn&Resrf)
		27.	Minor Widening (MinrWidn)
		28.	Rigid Pavement Grinding/Grooving (PavGG)
		29.	Drainage Improvements (DrImpr)
		30.	Spalled/Malfunctioning Joint Replacement (JtRepl)
		31.	Reseal Joints (ResIJT)
		32.	Bridge Structural Rehabilitation (BrRehab)
		33.	Bridge Deck Rehabilitation (DeckRepl)
		34.	Bridge Deck Repair (DeckRepr)
		35.	Bridge Deck Protective System (DeckProSys)
		84.	Environmentally Sensitive Areas (ENV)
		97.	CRABS (CRABS)
		99.	Intelligent Transportation System (ITS)

* Explanation for use of six feet as width break point for class 5 and class 7 – AASHTO standard widths for the majority of rural roadway types are 28', 34' and 40'. This would allow an improvement to be made to the next higher standard and still be classified as "Minor Widening". Width improvements beyond that which would provide the next higher standard would be classified as "Reconstruction." This would also allow existing roadway as narrow as 22' to be upgraded 28' under the "Minor Widening" classification.

CLASS		SUB-CLASS	
8.	SAFETY/TRAFFIC OPERATIONS (SAFTY/TRAFOPER) – A project which provides features or devices to enhance safety; or a traffic operation improvement which is designed to reduce traffic congestion and to facilitate the flow of traffic for both people and vehicles on existing systems.	1.	Preliminary Engineering Only (PE ONLY)
		4.	Right-of-Way Additional (RW ADD)
		27.	Minor Widening (MinrWidn)
		36.	Interchange Modification (ICMod)
		37.	Intersection Improvement (IntrseclmprI)
		38.	Traffic Signals (TrafSgnl)
		39.	Turn Bay (TurnBay)
		40.	Pavement Marking (PavMark)
		41.	Railroad Gates (RRGate)
		42.	Railroad Signals (RRSgnl)
		43.	Signing Improvement (SignImpr)
		44.	Illumination (Illum)
		45.	Metal Guard Rail (MetlGR)
		46.	Concrete Barrier Rail (ConcRail)
		47.	Covering Median Openings (CovrMednOpen)
		48.	Slope Flattening (SlopeFlat)
		49.	Alignment/Grade Spot Improvement (Al/GrImpr)
		50.	Slow-Moving Vehicle Turnouts (VehTout)
		51.	Bicycle/Pedestrain/Equestrian Trails (BikePedTrail)
		52.	Wildlife/Game Crossings (GameXing)
		53.	Junkyard Screening (JunkScrn)
		54.	Bridge Railing/Parapet Modification (BrRailMod)
		55.	Bridge Inspection (Brinspec)
		56.	Bridge Vertical Clearance (BrClear)
		57.	Bridge Painting (BrPaint)
		58.	Ice Detectors (IceDet)
		59.	Incidental Repairs (IncidRepr)
		94.	Ice, Snow Treatment (IceSnow)
		95.	Safety Improvement (SafeImpr)
		96.	Training (Training)
		99.	Intelligent Transportation System (ITS)
		100.	Sidewalk (Sidewalk)
		101.	Curb & Gutter (CurbGutter)
9.	SUPPORTING FACILITIES (SUP FACIL) – Roadside facilities to enhance motorist services, roadside preservation or enhancement, or facilities required for Department operations.	1.	Preliminary Engineering Only (PEOnly)
		4.	Right-of-Way Additional (RW Add)
		60.	Rest Area (RA)
		61.	Rest Area Improvement (RAImpr)
		62.	Port of Entry (POE)
		63.	Port of Entry Improvement (POEImpr)
		64.	Weigh Station (WeighSta)
		65.	Scenic Overlooks (SceneOLook)
		66.	Park/Ride/Ridesharing Lots (ParkLot)
		67.	Landscaping (Ldscap)
		68.	Well Development (Well)
		79.	Miscellaneous Improvement (MisclmprI)
		90.	Interpretive Center (IntrpCntr)

CLASS		SUB-CLASS	
10.	STATE MAINTENANCE/STOCKPILES (STM/STKP) – State maintenance or stockpiles.	1.	Preliminary Engineering Only (PEOnly)
		4.	Right-of–Way Additional (RW Add)
		45.	Metal Guard Rail (MetlGR)
		46.	Concrete Barrier Rail (ConcRail)
		57.	Bridge Painting (BrPaint)
		68.	Well Development (Well)
		70.	Anti-Skid Material (AntiSkid)
		71.	Aggregate (Aggr)
		72.	Maintenance Building (MtceBldg)
		73.	Sand Storage Building (SSBldg)
		74.	Equipment Building (EquipBldg)
		75.	Computer Building (CompBldg)
		76.	Shop Expansion (ShopExpan)
		77.	Storage Cover (StorCover)
		78.	Land Purchase (Land)
		79.	Miscellaneous Improvement ((Misclmpr)
		80.	Spalled/Malfunctioning Joint Repair (JtRepr)
		81.	Office Building (OffBldg)
		82.	Underground Storage Tank (UndStorTank)
		83.	State Supplied House (House)
11.	ENVIRONMENTAL PRESERVATION (ENVPRESRV) – A project to enhance or improve the environment.	1.	Preliminary Engineering Only (PEOnly)
		4.	Right-of-Way Additional (RW ADD)
		51.	Bicycle/Pedestrain/Equestrian Trails (BikePedTrail)
		52.	Wildlife/Game Crossings (GamesXing)
		53.	Junkyard Screening (JunkScrn)
		65.	Scenic Overlooks (SceneOLook)
		66.	Park/Ride/Ridesharing Lots (Parklot)
		67.	Landscaping (Ldscap)
		79.	Miscellaneous Improvement (Misclmpr)
		86.	Air Quality Study (AirQualStdy)
		87.	Water Quality Study (WtrQualStdy)
		88.	Bicycle Lanes (BikeLn)
		89.	Planning/Transportation Study (PL)
		90.	Interpretive Center (IntrpCntr)
		91.	Transit (Transit)
		92.	Van Pool (VanPool)
		93.	Sweeper Truck Procurement (Sweeper)

CLASS		SUB-CLASS	
12.	PREVENTIVE MAINTENANCE (PM) To preserve, repair, and restore the interstate system to prolong pavement life and improve ride ability. Minor safety, bridge repair, drainage, and roadside improvements are included in this classification.	1. 5. 6. 13. 22. 23. 28. 29. 30. 31. 32. 33. 34. 35. 40. 43. 44. 45. 46. 54. 56. 57. 58. 59. 61. 79.	Preliminary Engineering Only (PEOnly) Seal Coat (SLCT) Undetermined Surface Type (UNDSRFTYPE) Bridge Rehabilitation (BRREHAB) Resurfacing (Resrf) Pavement Rehabilitation (PavRehab) Rigid Pavement Grinding/Grooving (PavGG) Drainage Improvements (DrImpr) Spalled/Malfunctioning Joint Replacement (JtRepl) Reseal Joints (ResIJT) Bridge Structural Rehabilitation (BrRehab) Bridge Deck Replacement (DeckRepl)) Bridge Deck Repair (DeckRepr) Bridge Deck Protective System (DeckProSys) Pavement Marking (PavMark) Signing Improvement (SignImpr) Illumination (Illum) Metal Guard Rail (MetlGR) Concrete Barrier Rail (ConcRail) Bridge Railing/Parapet Modification (BrRailMod) Bridge Vertical Clearance (BrClear) Bridge Painting (BrPaint) Ice Detectors (IceDet) Incidental Repairs (IncidRepr) Rest Area Improvement (RAImpr) Miscellaneous Improvement (MiscImpr)
13.	PLANNING AND STUDIES (PLAN/STUDY) Projects for which the primary or only purpose is to provide planning services or perform regional or statewide transportation studies.	1. 84. 86. 87. 89.	Preliminary Engineering Only (PEOnly) Environmentally Sensitive Areas (ENV) Air Quality Study (AirQualStdy) Water Quality Study (WtrQualStdy) Planning/Transportation Study (PL)

CLASS		SUB-CLASS	
16.	PUBLIC TRANSPORTATION (PUB TRANS) – Public Transportation Projects.	200.	Bus / Bus Shelters
		201.	Bus / Maintenance & Parking Facility
		202.	Bus Purchase
		203.	Bus Purchase / Construction
		204.	Bus Purchase / Shelter Construction
		205.	Bus Purchase / Upgrade Facility Equipment
		206.	Bus Shelters
		207.	Bus Shelters / Turnouts
		208.	Capital
		209.	Capital Bus
		210.	Capital Bus Purchase
		211.	Capital Facility
		212.	Capital Facility / Equipment
		213.	Capital Lease
		214.	Capital Maintenance
		215.	Capital Other
		216.	Capital Vehicle
		217.	Demand Response Operations
		218.	Enhancement
		219.	Expenses For Transit Facility
		220.	Facility
		221.	Facility / Capital / Maintenance
		222.	Facility Construction / Misc Capital
		223.	Facility Planning
		224.	Facility Planning / Construction
		225.	Metropolitan Planning
		226.	Multi Modal Center
		227.	Operations
		228.	Paratransit
		229.	Paratransit Operations
		230.	Park & Ride Multimodal Center
		231.	Planning
		232.	Preventive Maintenance
		233.	Rural Technical Assistance
		234.	Rural Transit Administration
		235.	Security
		236.	Security / Enhancement
		237.	Specialized Transit Administration
		238.	Statewide Job Access Reverse Commute
		239.	Statewide New Freedoms
		240.	Statewide Planning
		241.	Statewide Rural ITS
		242.	Training
		243.	Transit Admin/Capital/Operations/PM
		244.	Transit Capital
		245.	Transit Enhancement
		246.	Transit Facility
		247.	Transit Facility Planning
		248.	Transit ITS
		249.	Transit Operations
		250.	Transit Operations / Capital / Administration
		251.	Transit Planning
		252.	Transit State Administration
		253.	Van Purchase / Park & Ride / Misc Capital

		254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290.	Van Purchase / Pd Park & Ride Vans / Park & Ride / Facility / Sidewalks Vans / Studies / Construction Planning / Operations Transit Maintenance & Admin Facility Transit Maintenance Facility Vans / Facilities / Park & Ride Vehicles / Upgrade Facility / Equipment ADA Buses Buses Facilities / Bus Storage / Office Space Transit Operations / Capital Vans Environmental Environmental/Construction Environmental/Preliminary Design Environmental/Preliminary Design/Construction Construction Mobility Management Planning/Operations/Mobility Management/Capital Local Rideshare County Rideshare Regional Rideshare Statewide Rideshare Capital Asset Expand Demand Response Service Marketing and outreach for mobility options Provide Capital Provide Mobility Services Provide Service Provide Service/TRANS IV Provide Service inc req'd complimentary paratrans Provide Service and mobility options Provide Service inc comlementary paratransit svc Provide Service to enable mobility Technology Service
17.	AIRPORT DEVELOPMENT (APT DEV) New construction, improvement, rehabilitation, and preservation projects at airports.	102. 103.	New Facility (NewFacility) Facility Maintenance (FacilityMaintain)
18.	AIRPORT PLANNING (APT PLN) Planning projects at airports.	104.	Airport Planning (AirportPlan)
19.	SYSTEM PLANNING (SYS PLN) Planning projects for aviation systems.	105.	System Planning (SystemPlan)

APPENDIX B

STRATEGIC PERFORMANCE MEASURES

.

ITD DIVISION OF HIGHWAYS
STRATEGIC PERFORMANCE MEASURES

Performance Measure				IPA Label
Pavement				
	Maintenance			
		Seal coat opportunities		P-Maint 1
		Crack repair opportunities		P-Maint 2
		Joint repair opportunities		P-Maint 3
		Grooving and grinding opportunities		
			Roughness >=3.0 (Good)	P-Maint 4a
			Roughness <=2.7 (Poor)	P-Maint 4b
		Thin overlay opportunities		P-Maint 5
	Deficient pavement			P-Deficient
Bridges				
	Weight restricted			B-Weight
	Width restricted			B-Width
	Height restricted			B-Height
	Deck rehabilitation opportunities			B-DeckRehab
	Structurally deficient			
		Sufficiency rating less than 50		B-SD SR< 50
		Sufficiency rating between 50 and 80		B-SD SR 50-80
		Local, sufficiency rating less than 50		B-SD Local SR<50
	Repair			
		Priority Candidates		(Not displayed in IPA)
		Repair and maintenance list		B-Repair
Congestion				
	Rural congestion			C-Rural
	Urban congestion			
		Ascending		C-Urban-Ascend
		Descending		C-Urban-Desc
Safety				
	High accident locations			
		Interstate clusters		
			Ascending MP lanes	S-HAL-I-Ascend
			Descending MP lanes	S-HAL-I-Desc
		Interstate interchanges		S-HAL-IC
		Non-Interstate clusters		S-HAL-NonI
		Non-Interstate intersections		S-HAL-Ix
	Blunt guardrail ends			S-GRail End
	Sub-standard railroad crossings			S-Railroad

APPENDIX C
HIGHWAY SAFETY PERFORMANCE MEASURES

HAL Interstate Cluster Summary Report……C-3
HAL Interstate Interchange Summary Report…… C-5
HAL Non-Interstate Cluster Summary Report…… C-6
HAL Intersection Summary Report…… C-9
Rail-Highway Crossings…… C-11

.

INTERSTATE CLUSTER SUMMARY REPORT

Rank	Route	Segment	Beginning Milepost	Ending Milepost	County	City	Frequency Rank	Severity Rank	Rate Multiplier Rank
DISTRICT 1									
6	I 90	001660 A	7.128	11.128	Kootenai		10	6	80.5
18	I 90	001660 A	12.560	13.060	Kootenai	Coeur d'Alene	23	16	80.5
26	I 90	001660 A	39.024	40.024	Kootenai	Cataldo	50.5	52	26.5
37	I 90	001660 A	54.686	57.036	Shoshone	Osburn	71	58	26.5
47.5	I 90	001660 D	71.408	73.888	Shoshone		27	93	26.5
55	I 90	001660 A	47.687	49.687	Shoshone		55.5	34	132.0
65	I 90	001660 A	0.000	2.000	Kootenai	Post Falls	26	85	80.5
67	I 90	001660 A	59.553	60.990	Shoshone		43	106	26.5
68	I 90	001660 A	34.028	35.528	Kootenai		96.5	80	26.5
71	I 90	001660 A	68.908	73.888	Shoshone		70	98	26.5
76	I 90	001660 A	29.380	32.380	Kootenai		45	63	132.0
82	I 90	001660 D	57.036	59.536	Shoshone		99	101	26.5
89	I 90	001660 A	58.036	59.036	Shoshone	Osburn	63	129	26.5
91	I 90	001660 A	52.551	54.051	Shoshone		96.5	114	26.5
92	I 90	001660 A	40.843	42.843	Shoshone		111	107	26.5
96.5	I 90	001660 A	45.261	46.261	Shoshone		111	56	132.0
DISTRICT 3									
3	I 84	001010 A	33.539	34.539	Canyon	Nampa	4.5	2	80.5
4	I 184	002410 A	3.240	3.620	Ada	Boise	1	4	80.5
5	I 84	001010 A	44.007	45.007	Ada	Meridian	14.5	3	80.5
7	I 184	002410 A	3.000	3.240	Ada	Boise	2	12	80.5
8	I 184	002410 D	3.000	3.240	Ada	Boise	3	15	80.5
10	I 84	001010 A	43.990	45.490	Ada	Meridian	11.5	14	80.5
11	I 84	001010 A	34.964	35.964	Canyon	Nampa	7	17	80.5
12	I 84	001010 A	28.650	33.539	Canyon	Caldwell	16	13	80.5
13.5	I 84	001010 A	46.998	48.983	Ada	Boise	8	19	80.5
13.5	I 84	001010 A	84.333	84.833	Elmore		36	5	80.5
16	I 84	001010 A	46.527	47.527	Ada	Boise	4.5	22	80.5
19	I 184	002410 A	1.658	2.158	Ada	Boise	9	29	80.5
20	I 84	001010 A	55.485	55.985	Ada	Boise	23	23	80.5
22	I 84	001010 A	37.945	43.945	Ada		13	30	80.5
23	I 84	001010 A	42.033	43.533	Ada	Meridian	11.5	31	80.5
24	I 84	001010 A	28.100	28.600	Canyon	Caldwell	36	20	80.5
25	I 84	001010 A	56.485	56.932	Ada	Boise	28	35	80.5
27.5	I 84	001010 A	53.483	54.483	Ada	Boise	14.5	44	80.5
29.5	I 84	001010 A	81.833	82.833	Elmore		50.5	27	80.5
32	I 84	001010 A	127.659	128.659	Elmore		50.5	7	132.0
43	I 84	001010 A	80.333	81.333	Elmore		86.5	32	80.5
51	I 84	001010 A	15.898	16.898	Payette		86.5	38	80.5
52	I 84	001010 A	49.540	50.040	Ada	Boise	23	70	80.5
58	I 84	001010 D	47.998	48.498	Ada	Boise	36	76	80.5
59	I 84	001010 A	99.570	100.570	Elmore		86.5	26	132.0
60	I 84	001010 A	51.997	53.483	Ada	Boise	17	87	80.5
61.5	I 84	001010 A	48.027	48.527	Ada	Boise	36	78	80.5
63	I 84	001010 A	26.723	27.600	Canyon	Caldwell	18	88	80.5
64	I 84	001010 A	76.833	78.333	Elmore		111	42	80.5
66	I 84	001010 A	35.985	37.945	Canyon	Nampa	20	89	80.5
70	I 84	001010 A	50.592	51.997	Ada	Boise	47	79	80.5

INTERSTATE CLUSTER SUMMARY REPORT

Rank	Route	Segment	Beginning Milepost	Ending Milepost	County	City	Frequency Rank	Severity Rank	Rate Multiplier Rank
72	I 84	001010 A	101.070	104.570	Elmore		96.5	33	132.0
78	I 84	001010 A	97.692	99.192	Elmore		96.5	45	132.0
80	I 84	001010 A	63.462	64.462	Ada		86.5	77	80.5
85	I 84	001010 A	52.006	52.506	Ada	Boise	36	110	80.5
86	I 84	001010 A	105.070	107.570	Elmore		111	48	132.0
DISTRICT 4									
27.5	I 84	001010 A	207.001	207.983	Minidoka		29	11	132.0
29.5	I 86	001260 D	13.000	14.000	Cassia		86.5	36	26.5
44	I 84	001010 D	255.705	257.205	Cassia		74	67	26.5
45.5	I 84	001010 A	157.081	158.081	Gooding		63	47	80.5
45.5	I 84	001010 A	253.705	255.205	Cassia		111	50	26.5
50	I 84	001010 A	171.001	172.001	Jerome		63	49	80.5
54	I 84	001010 A	160.081	162.081	Jerome		63	54	80.5
57	I 84	001010 A	151.870	153.370	Gooding		74	28	132.0
77	I 86	001260 D	11.000	12.500	Cassia		143	68	26.5
79	I 84	001010 D	213.834	216.334	Cassia		77.5	55	132.0
81	I 84	001010 A	145.405	146.870	Gooding		94	102	26.5
84	I 86	001260 D	6.000	9.500	Cassia		143	82	26.5
87.5	I 86	001260 A	0.500	2.500	Cassia		126	94	26.5
90	I 84	001010 A	149.370	150.370	Gooding		86.5	66	132.0
95	I 84	001010 A	142.905	143.405	Gooding		36	146	26.5
96.5	I 84	001010 A	200.501	205.001	Minidoka		79	72	132.0
100	I 84	001010 A	225.312	227.812	Cassia		124	105	26.5
DISTRICT 5									
1	I 86	001260 D	49.652	50.152	Power		6	1	26.5
2	I 86	001260 A	43.110	43.610	Power		23	9	26.5
9	I 15	001330 A	69.896	70.896	Bannock	Pocatello	19	10	80.5
15	I 15	001330 A	2.540	3.540	Oneida		50.5	25	26.5
17	I 15	001330 A	108.490	108.990	Bingham		36	8	80.5
21	I 15	001330 A	63.537	64.037	Bannock		36	18	80.5
33	I 15	001330 A	81.403	83.903	Bingham		46	37	80.5
34	I 15	001330 A	85.403	87.403	Bingham		86.5	21	80.5
35	I 15	001330 A	78.560	79.560	Bannock		50.5	40	80.5
36	I 86	001260 A	49.652	50.152	Power		36	75	26.5
38	I 15	001330 A	103.681	105.681	Bingham		86.5	24	80.5
39	I 15	001330 A	37.400	38.400	Bannock		111	39	26.5
40	I 86	001260 A	37.623	38.623	Power		50.5	86	3.0
41	I 86	001260 A	21.570	22.570	Power		86.5	57	26.5
42	I 15	001330 A	90.007	91.507	Bingham		63	43	80.5
47.5	I 84	001010 A	263.007	264.007	Oneida		111	51	26.5
49	I 15	001330 A	73.060	74.060	Bannock		36	62	80.5
53	I 15	001330 A	97.681	102.181	Bingham		63	53	80.5
56	I 15	001330 A	26.023	27.523	Bannock		63	84	26.5
61.5	I 15	001330 A	106.181	107.681	Bingham		74	59	80.5
69	I 15	001330 A	9.040	10.040	Oneida		111	73	26.5
73	I 15	001330 A	42.462	43.962	Bannock		131	69	26.5
74	I 15	001330 A	75.060	76.560	Bannock		74	71	80.5
75	I 15	001330 A	92.511	96.011	Bingham		57	81	80.5

INTERSTATE CLUSTER SUMMARY REPORT

Rank	Route	Segment	Beginning Milepost	Ending Milepost	County	City	Frequency Rank	Severity Rank	Rate Multiplier Rank
83	I 86	001260 A	36.123	37.123	Power		86.5	121	3.0
87.5	I 86	001260 A	61.268	62.268	Bannock	Pocatello	36	112	80.5
94	I 86	001260 A	52.991	55.491	Power		136	95	26.5
98	I 84	001010 A	266.007	268.007	Oneida		147	91	26.5
DISTRICT 6									
31	I 15	001330 A	112.490	112.990	Bonneville		23	41	80.5
93	I 15	001330 D	178.474	179.974	Clark		143	103	3.0
99	I 15	001330 A	113.212	115.212	Bonneville		55.5	111	80.5

INTERSTATE INTERCHANGE SUMMARY REPORT

Rank	Interchange	County	City	Frequency Rank	Severity Rank	Rate Multiplier Rank
DISTRICT 1						
9	I 90-7	Kootenai	Post Falls	8	4	38
10	I 90-12	Kootenai	Coeur d'Alene	9	8	34
20	I 90-62	Shoshone	Wallace	44	27	3
DISTRICT 3						
1	I 84-38	Canyon	Nampa	1	1	11
2	I 84-46	Ada	Meridian	3	2	30
3	I 184-1	Ada	Boise	5	6	25
4	I 84-50	Ada	Boise	2	5	33
7.5	I 84-54	Ada	Boise	7	7	32
11	I 84-35	Canyon	Nampa	6	9	37
12.5	I 84-44	Ada	Meridian	4	3	58
14	I 84-57	Ada	Boise	12	10	39
18	I 184-2	Ada	Boise	10	11	65
DISTRICT 4						
15	I 84-208	Minidoka		25	14	21
17	I 84-216	Cassia		32	24	15
DISTRICT 5						
6	I 15-71	Bannock	Pocatello	11	16	9
7.5	I 86-61	Bannock	Chubbuck	14	19	1
12.5	I 15-93	Bingham	Blackfoot	16	13	26
16	I 15-108	Bingham		34	17	10
19	I 15-69	Bannock	Pocatello	24	20	35
DISTRICT 6						
5	I 15-119	Bonneville	Idaho Falls	23	12	4

NON-INTERSTATE CLUSTER SUMMARY REPORT

Rank	Route	Segment	Beginning Milepost	Ending Milepost	Length	County	City	Frequency Rank	Severity Rank	Rate Multiplier Rank
DISTRICT 1										
10.5	SH 53	001650	13.959	14.240	0.281	Kootenai		178.0	77.0	301.0
15	US 2	001590	3.705	4.430	0.725	Bonner		231.0	52.0	301.0
19	US 95	001540	427.000	428.661	1.661	Kootenai		169.0	86.0	301.0
23	SH 53	001650	0.000	1.000	1.000	Kootenai		184.5	90.0	301.0
29	US 95	001540	498.863	499.561	0.698	Boundary		176.0	39.0	440.0
35	I 90	005920	0.000	0.120	0.120	Kootenai	Post Falls	43.5	29.0	613.0
48	SH 41	001630	20.161	20.925	0.764	Bonner		223.0	47.0	440.0
58	SH 41	001630	20.925	22.925	2.000	Bonner		297.5	148.0	197.5
59	US 95	001539	421.380	421.880	0.500	Kootenai		345.5	3.0	440.0
64	US 95	001540	506.237	506.316	0.079	Boundary	Bonners Ferry	42.0	14.0	738.0
65	US 2	001540	474.452	474.507	0.055	Bonner	Sandpoint	9.0	32.0	738.0
71	US 95	001540	424.400	426.900	2.500	Kootenai		245.0	135.0	301.0
78.5	SH 3	001800	79.074	80.074	1.000	Benewah		544.5	51.0	197.5
85	US 95	001539	420.769	421.210	0.441	Kootenai		135.0	141.0	440.0
89	US 95	001540	430.318	430.558	0.240	Kootenai	Coeur d'Alene	54.0	99.0	613.0
97	US 95	001540	431.625	431.760	0.135	Kootenai	Coeur d'Alene	41.0	113.0	613.0
DISTRICT 2										
4	US 95	1540	360.554	361.554	1	Latah		161.5	42	301
6	US 95	1540	337.668	339.62	1.952	Latah		118	19	440
17	US 12	1910	59.489	59.989	0.5	Lewis		345.5	48	197.5
34	US 95	1540	349.863	352.363	2.5	Latah		150	131	301
42	US 95	1540	340.12	342.933	2.813	Latah		232	100	301
45	SH 8	1870	0.897	1.178	0.281	Latah	Moscow	23	58	613
60	SH 13	1960	23.349	23.849	0.5	Idaho		258	169	197.5
68.5	SH 8	1870	1.178	1.334	0.156	Latah	Moscow	58	72	613
87	SH 8	1870	21.173	22.146	0.973	Latah		399	191	82.5
DISTRICT 3										
2	US 20	007351	47.340	47.570	0.230	Ada	Boise	26.0	20.0	301.0
9	SH 55	001990	15.628	15.818	0.190	Canyon	Nampa	4.0	4.0	613.0
13	I 84	002040	57.402	57.633	0.231	Canyon	Nampa	11.0	5.0	613.0
13	SH 55	001990	15.818	15.999	0.181	Canyon	Nampa	3.0	9.0	613.0
18	I 84	002040	55.474	55.900	0.426	Canyon	Nampa	6.0	11.0	613.0
21	SH 55	001990	15.999	16.128	0.129	Canyon	Nampa	10.0	16.0	613.0
22	SH 55	015868	16.154	16.427	0.273	Canyon	Nampa	14.0	17.0	613.0
25	SH 55	015868	16.427	16.766	0.339	Canyon	Nampa	18.0	26.0	613.0
26	US 20	007352	48.514	48.946	0.432	Ada	Boise	15.0	28.0	613.0
27	SH 78	002190	74.887	75.387	0.500	Owyhee		345.5	162.0	15.0
31	I 84	002040	51.560	51.783	0.223	Canyon	Caldwell	39.0	24.0	613.0
33	I 84	002040	55.900	56.312	0.412	Canyon	Nampa	17.0	40.0	613.0
36	US 20	002070	11.805	12.227	0.422	Canyon		222.0	27.0	440.0
37	I 84	002040	55.199	55.474	0.275	Canyon	Nampa	20.0	43.0	613.0
38	I 84	002040	51.475	51.560	0.085	Canyon	Caldwell	19.0	44.0	613.0
39.5	SH 45	002160	25.259	25.558	0.299	Canyon	Nampa	28.0	41.0	613.0
41	US 20	002070	49.829	50.329	0.500	Ada	Boise	29.5	45.0	613.0
43	US 20	002070	40.229	41.229	1.000	Ada	Boise	47.0	37.0	613.0
44	I 84	002040	56.312	57.402	1.090	Canyon	Nampa	24.0	49.0	613.0
48	US 20	007351	48.050	48.550	0.500	Ada	Boise	38.0	53.0	613.0
50	I 84	002040	60.338	61.338	1.000	Canyon	Nampa	52.5	46.0	613.0
51	SH 45	002160	25.702	26.399	0.697	Canyon	Nampa	34.0	57.0	613.0

NON-INTERSTATE CLUSTER SUMMARY REPORT

Rank	Route	Segment	Beginning Milepost	Ending Milepost	Length	County	City	Frequency Rank	Severity Rank	Rate Multiplier Rank
53.5	SH 44	002130	9.560	10.560	1.000	Ada	Star	345.5	59.0	301.0
55	SH 55	001990	118.549	119.049	0.500	Valley		184.5	73.0	440.0
62	I 84	002040	61.395	61.659	0.264	Canyon	Nampa	56.5	66.0	613.0
66	SH 55	001990	13.629	14.629	1.000	Canyon		131.5	34.0	613.0
68.5	I 84	002040	58.988	59.356	0.368	Canyon	Nampa	74.0	64.0	613.0
74	SH 55	001990	90.320	90.820	0.500	Valley		210.5	87.0	440.0
76	US 20	007351	47.570	48.050	0.480	Ada	Boise	71.0	78.0	613.0
77	I 84	002040	57.702	57.935	0.233	Canyon	Nampa	88.0	71.0	613.0
80	US 20	002070	45.798	46.120	0.322	Ada	Garden City	50.0	92.0	613.0
81	SH 69	002150	1.432	1.564	0.132	Ada	Kuna	86.0	12.0	738.0
82	I 84	002040	52.472	52.972	0.500	Canyon	Caldwell	64.0	88.0	613.0
83	SH 55	001990	91.820	92.820	1.000	Valley		345.5	35.0	440.0
90	SH 44	002130	20.478	21.814	1.336	Ada		97.0	79.0	613.0
91	SH 55	001990	14.639	15.628	0.989	Canyon	Nampa	127.0	65.0	613.0
92	SH 55	001990	67.038	67.538	0.500	Boise		258.0	89.0	440.0
93	SH 44	015914	17.640	18.640	1.000	Ada	Eagle	234.0	15.0	613.0
95	SH 55	001990	97.351	98.851	1.500	Valley		174.0	132.0	440.0
95	SH 55	002005	38.891	39.891	1.000	Ada	Boise	95.0	85.0	613.0
95	US 20	002070	17.685	18.685	1.000	Canyon		457.0	60.0	301.0
98	SH 55	002005	36.936	37.934	0.998	Ada	Meridian	108.0	80.0	613.0
99	I 84	002040	53.002	53.842	0.840	Canyon	Caldwell	77.0	96.0	613.0
100	SH 55	002005	39.896	40.396	0.500	Ada	Boise	106.5	82.0	613.0
DISTRICT 4										
30	US 93	002220	48.838	48.930	0.092	Twin Falls	Twin Falls	22.0	30.0	613.0
39.5	US 93	002220	48.469	48.670	0.201	Twin Falls	Twin Falls	68.0	21.0	613.0
53.5	US 93	002220	47.961	48.461	0.500	Twin Falls	Twin Falls	29.5	61.0	613.0
56	US 93	002220	55.730	56.727	0.997	Jerome		306.0	84.0	301.0
57	I 84	002290	21.807	22.307	0.500	Cassia	Burley	33.0	69.0	613.0
67	US 93	002220	48.469	48.838	0.369	Twin Falls	Twin Falls	66.0	67.0	613.0
72	US 93	002220	47.457	47.957	0.500	Twin Falls	Twin Falls	59.5	75.0	613.0
73	SH 74	002210	6.888	7.143	0.255	Twin Falls	Twin Falls	98.0	56.0	613.0
75	SH 75	002230	117.916	118.416	0.500	Blaine		161.5	31.0	613.0
86	US 30	002040	218.639	219.138	0.499	Twin Falls	Twin Falls	136.0	55.0	613.0
DISTRICT 5										
1	SH 34	002360	92.429	92.929	0.500	Caribou		210.5	62.0	15.0
3	I 15	001370	3.730	3.856	0.126	Bingham	Blackfoot	35.0	23.0	301.0
7	I 15	001360	4.206	4.459	0.253	Bannock	Pocatello	2.0	1.0	613.0
8	US 91	002350	80.134	80.160	0.026	Bannock	Chubbuck	1.0	2.0	613.0
10.5	US 91	002350	77.890	78.183	0.293	Bannock	Pocatello	8.0	6.0	613.0
13	US 91	002350	80.134	80.280	0.146	Bannock	Chubbuck	7.0	7.0	613.0
16	US 91	002350	78.686	78.819	0.133	Bannock	Pocatello	5.0	10.0	613.0
24	I 15	001360	3.708	4.206	0.498	Bannock	Pocatello	13.0	22.0	613.0
46	US 91	002350	117.390	117.708	0.318	Bingham	Shelley	197.0	128.0	301.0
61	US 91	002350	78.414	78.686	0.272	Bannock	Pocatello	36.0	76.0	613.0
63	I 15	001360	1.855	1.922	0.067	Bannock	Pocatello	31.0	18.0	738.0
70	US 89	002380	11.740	12.740	1.000	Bear Lake		457.0	138.0	82.5
84	US 91	002350	78.183	78.414	0.231	Bannock	Pocatello	27.0	108.0	613.0
88	US 91	002350	80.134	80.551	0.417	Bannock	Chubbuck	55.0	98.0	613.0

NON-INTERSTATE CLUSTER SUMMARY REPORT

Rank	Route	Segment	Beginning Milepost	Ending Milepost	Length	County	City	Frequency Rank	Severity Rank	Rate Multiplier Rank
DISTRICT 6										
5	US 20	002070	402.034	402.270	0.236	Fremont	Island Park	129.5	8.0	440.0
20	SH 33	002075	334.911	335.056	0.145	Madison	Rexburg	12.0	13.0	613.0
28	SH 48	002440	14.910	15.058	0.148	Jefferson	Rigby	37.0	105.0	440.0
32	SH 33	002075	335.056	335.310	0.254	Madison	Rexburg	16.0	38.0	613.0
48	US 26	002240	391.115	392.115	1.000	Bonneville		345.5	107.0	197.5
52	SH 33	002075	335.310	335.751	0.441	Madison	Rexburg	25.0	63.0	613.0
78.5	SH 33	002460	79.136	79.285	0.149	Madison	Rexburg	49.0	91.0	613.0

INTERSECTION SUMMARY REPORT

Rank	Description	County	City	Frequency Rank	Severity Rank	Rate Multiplier Rank
DISTRICT 1						
79	Idaho Rd @ Prairie Ave -- Post Falls, Kootenai county	Kootenai		258	70	66.0
81	Seltice Way @ Spokane St -- Post Falls, Kootenai county	Kootenai	Post Falls	106	116	127.0
89.5	Prairie Ave @ US 95 -- Hayden, Kootenai county	Kootenai	Hayden	115.5	122	147.0
100	Hanley Ave @ US 95 -- Coeur D Alene, Kootenai county	Kootenai	Coeur d'Alene	41.5	90	351.0
DISTRICT 3						
1	EAGLE Rd @ FAIRVIEW Ave -- Meridian, Ada county	Ada	Meridian	1	1	15.0
2	EAGLE Rd @ USTICK Rd -- Meridian, Ada county	Ada	Meridian	3	4	8.0
3	Chinden Blvd @ Eagle Rd -- Boise, Ada county	Ada	Boise	4	5	19.0
4	Fairview Ave @ Locust Grove Rd -- Meridian, Ada county	Ada	Meridian	5.5	15	10.0
5	Karcher Rd @ Nampa-Caldwell Blvd -- Nampa, Canyon county	Canyon	Nampa	5.5	16	12.0
6	Eagle Rd @ Mcmillan Rd -- Boise, Ada county	Ada	Boise	7.0	3.0	61.0
8	EAGLE Rd @ FRANKLIN Rd -- Meridian, Ada county	Ada	Meridian	2	2	85.0
9	Chinden Blvd @ Locust Grove Rd -- Eagle, Ada county	Ada	Eagle	26.5	12	41.0
10	Cole Rd @ Fairview Ave -- Boise, Ada county	Ada	Boise	8	19	46.0
11	Centennial Way @ Simplot Blvd -- Caldwell, Canyon county	Canyon	Caldwell	21.5	37	6.0
12	Cole Rd @ Franklin Rd -- Boise, Ada county	Ada	Boise	13	26	40.0
13	Eagle Rd @ SH 44 -- Eagle, Ada county	Ada	Eagle	25	8	73.0
14	Indiana Ave @ Karcher Rd -- Caldwell, Canyon county	Canyon	Caldwell	64	6	60.0
15.5	Fairview Ave @ Maple Grove Rd -- Boise, Ada county	Ada	Boise	11.5	30	69.0
15.5	Fairview Ave @ Milwaukee St -- Boise, Ada county	Ada	Boise	11.5	47	35.0
17	Capitol Blvd @ Front St -- Boise, Ada county	Ada	Boise	34.5	32	55.0
18	Linden Rd @ Middleton Rd -- Caldwell, Canyon county	Canyon		115.5	10	25.0
19	Homedale Rd @ Indiana Ave -- Caldwell, Canyon county	Canyon		106	22	13.0
20	Robinson Blvd @ Victory Rd -- Nampa, Canyon county	Canyon		125	13	22.0
21	Lake Ave @ SH 55 -- Caldwell, Canyon county	Canyon		89.5	7	75.5
23	Cloverdale Rd @ Fairview Ave -- Boise, Ada county	Ada	Boise	16	39	102.0
24	Curtis Rd @ Fairview Ave -- Boise, Ada county	Ada	Boise	16	46	92.5
25	Maple Grove Rd @ Overland Rd -- Boise, Ada county	Ada	Boise	16	45	95.0
26	Florida Ave @ Ustick Rd -- Caldwell, Canyon county	Canyon	Caldwell	64	58	23.0
27	Capitol Blvd @ Myrtle St -- Boise, Ada county	Ada	Boise	21.5	43	104.0
28	EAGLE Rd @ ST LUKES St -- Meridian, Ada county	Ada	Meridian	9	9	190.0
30	Entertainment Ave @ Overland Rd -- Boise, Ada county	Ada	Boise	34.5	97	14.0
32	Florida Ave @ Homedale Rd -- Caldwell, Canyon county	Canyon	Caldwell	167	28	21.0
33	Emerald St @ Milwaukee St -- Boise, Ada county	Ada	Boise	30.5	61	92.5
34	Franklin Rd @ Milwaukee St -- Boise, Ada county	Ada	Boise	16	54	125.0
35	13th St @ State St -- Boise, Ada county	Ada	Boise	89.5	72	16.0
36	CHINDEN Blvd @ GLENWOOD St -- Garden City, Ada county	Ada	Garden City	19	48	135.0
37	EAGLE Rd @ OVERLAND Rd -- Meridian, Ada county	Ada	Meridian	24	27	175.0
38	Happy Valley Rd @ Stamm Ln -- Nampa, Canyon county	Canyon	Nampa	115.5	56	27.0
39	Chinden Blvd @ Meridian Rd -- Eagle, Ada county	Ada		56.5	41	118.0
40	9th St @ Front St -- Boise, Ada county	Ada	Boise	21.5	21	207.0
41	Overland Rd @ Vista Ave -- Boise, Ada county	Ada	Boise	53.5	57	108.0
42	Chinden Blvd @ Star Rd -- Star, Ada county	Ada		144.5	23	90.0
44	Locust Grove Rd @ Overland Rd -- Meridian, Ada county	Ada	Meridian	89.5	60	75.5
45	Cole Rd @ Victory Rd -- Boise, Ada county	Ada	Boise	48.5	68	107.0
46	Orchard St @ Overland Rd -- Boise, Ada county	Ada	Boise	41.5	73	111.0
48	12th South Ave @ 7th South St -- Nampa, Canyon county	Canyon	Nampa	41.5	42	189.0
49	Karcher Rd @ Midway Rd -- Nampa, Canyon county	Canyon	Nampa	144.5	14	150.0
50	CHINDEN Blvd @ LINDER Rd -- Meridian, Ada county	Ada	Meridian	96.5	35	158.0
51	27th St @ Fairview Ave -- Boise, Ada county	Ada	Boise	106	99	45.0
52	10th Ave @ Blaine St -- Caldwell, Canyon county	Canyon	Caldwell	115.5	80	74.0
53	Fairview Ave @ Orchard St -- Boise, Ada county	Ada	Boise	82.5	69	131.5
54	Midland Blvd @ Nampa-Caldwell Blvd -- Nampa, Canyon county	Canyon	Nampa	28.5	34	261.0

INTERSECTION SUMMARY REPORT

Rank	Description	County	City	Frequency Rank	Severity Rank	Rate Multiplier Rank
56.5	11th South Ave @ 2nd South St -- Nampa, Canyon county	Canyon	Nampa	53.5	85	139.0
56.5	Milwaukee St @ Ustick Rd -- Boise, Ada county	Ada	Boise	115.5	104	39.0
58	9th St @ State St -- Boise, Ada county	Ada	Boise	82.5	78	131.5
59	Locust Grove Rd @ Ustick Rd -- Meridian, Ada county	Ada	Meridian	56.5	109	101.0
61	Cole Rd @ Ustick Rd -- Boise, Ada county	Ada	Boise	53.5	95	141.0
62	Fairview Ave @ Mitchell St -- Boise, Ada county	Ada	Boise	51	38	259.0
63	Broadway Ave @ Myrtle St -- Boise, Ada county	Ada	Boise	48.5	77	185.0
64	Five Mile Rd @ Overland Rd -- Boise, Ada county	Ada	Boise	45	50	244.0
65	chinden Blvd @ Veterans Memorial Pwy -- Garden City, Ada county	Ada	Garden City	38	44	273.5
66	Emerald St @ Maple Grove Rd -- Boise, Ada county	Ada	Boise	64	92	155.0
67	Edgewood Ln @ SH 44 -- Eagle, Ada county	Ada	Eagle	157	84	80.0
68	Five Mile Rd @ Franklin Rd -- Boise, Ada county	Ada	Boise	82.5	96	131.5
69	CHINDEN Blvd @ MAPLE GROVE Rd -- Garden City, Ada county	Ada	Garden City	59.5	17	313.0
70	Cherry Ln @ Ten Mile Rd -- Meridian, Ada county	Ada	Meridian	64	153	38.0
71	Linder Rd @ McMillan Rd -- Meridian, Ada county	Ada	Meridian	96.5	132	50.0
72	Garrity Blvd @ Kings Rd -- Nampa, Canyon county	Canyon	Nampa	59.5	71	216.0
73	Lone Star Rd @ Midway Rd -- Nampa, Canyon county	Canyon		258	51	64.0
75	Federal Way @ Protest Rd -- Boise, Ada county	Ada	Boise	125	110	88.5
76	Maple Grove Rd @ Ustick Rd -- Boise, Ada county	Ada	Boise	70.5	108	151.0
77	Cherry Ln @ Linder Rd -- Meridian, Ada county	Ada	Meridian	106	128	86.5
78	State St @ Veterans Memorial Pwy -- Boise, Ada county	Ada	Boise	38	76	273.5
80	Eagle Rd @ Pine Ave -- Meridian, Ada county	Ada	Meridian	26.5	18	402.0
82	Fairview Ave @ Five Mile Rd -- Boise, Ada county	Ada	Boise	41.5	83	262.0
83	9th St @ Myrtle St -- Boise, Ada county	Ada	Boise	135	89	161.0
85	2nd South St @ Nampa Blvd -- Nampa, Canyon county	Canyon	Nampa	59.5	150	134.0
86	Cole Rd @ Emerald St -- Boise, Ada county	Ada	Boise	70.5	112	201.0
87	Linder Rd @ SH 44 -- Eagle, Ada county	Ada		135	66	233.0
89.5	Five Mile Rd @ Ustick Rd -- Boise, Ada county	Ada	Boise	106	157	86.5
91	Glenwood St @ State St -- Boise, Ada county	Ada	Boise	28.5	124	236.0
92	Nampa-Caldwell Blvd @ Ustick Rd -- Caldwell, Canyon county	Canyon	Caldwell	96.5	98	223.0
94.5	10th Ave @ Cleveland Blvd -- Caldwell, Canyon county	Canyon	Caldwell	177.5	125	91.0
96	Marketplace Blvd @ Midland Blvd -- Nampa, Canyon county	Canyon	Nampa	115.5	206	2.0
97	Meridian Rd @ Overland Rd -- Meridian, Ada county	Ada	Meridian	48.5	123	267.0
98	Garrity Blvd @ Stamm Ln -- Nampa, Canyon county	Canyon	Nampa	70.5	74	345.5
99	15th St @ Main St -- Boise, Ada county	Ada	Boise	157	187	36.0
DISTRICT 4						
74	Blue Lakes Blvd @ Falls Ave -- Twin Falls, Twin Falls county	Twin Falls	Twin Falls	96.5	117	97.5
DISTRICT 5						
7	ALAMEDA Rd @ YELLOWSTONE Ave -- Pocatello, Bannock county	Bannock	Pocatello	10	20	37.0
29	Oak St @ Pocatello Ave -- Pocatello, Bannock county	Bannock	Pocatello	34.5	87	17.0
31	Hiline Rd @ Pocatello Creek Rd -- Pocatello, Bannock county	Bannock	Pocatello	32	101	9.0
55	Bergener Blvd @ Parkway Dr -- Blackfoot, Bingham county	Bingham	Blackfoot	45	115	84.0
84	4th Ave @ Clark St -- Pocatello, Bannock county	Bannock	Pocatello	89.5	162	65.0
94.5	PHILBIN Rd @ US 30 -- Pocatello, Bannock county	Bannock	Pocatello	234.5	64	156.0
DISTRICT 6						
22	Iona Rd @ US 26 -- Idaho Falls, Bonneville county	Bonneville		106	24	28.0
43	17th St @ Hitt Rd -- Idaho Falls, Bonneville county	Bonneville	Idaho Falls	16.0	105.0	56.0
47	17th St @ Woodruff Ave -- Idaho Falls, Bonneville county	Bonneville	Idaho Falls	34.5	55	168.0
60	Sunnyside Rd @ Yellowstone Ave -- Idaho Falls, Bonneville county	Bonneville	Idaho Falls	38	151	43.0
88	1st St @ Ammon Rd -- Ammon, Bonneville county	Bonneville		125	146	88.5
93	Ammon Rd @ Lincoln Rd -- Ammon, Bonneville county	Bonneville		177.5	81	178.0

Please contact the
Railroad Operations and Safety Team (ROAST)
for more information
on rail-highway crossings

APPENDIX D

PAVEMENT PERFORMANCE MEASURES

.

2014 DEFICIENCIES BY DISTRICT

(See TAMS for greater detail)

Route	Segment	Beginning Milepost	Ending Milepost	Direction	Length	Lane Miles	Crack-ing Index	Rough-ness Index	Rutting Average	Index Triggering Deficiency	County
District 1											
I 90	001660	0.000	5.500	Ascending	5.500	11.000	4.7	3.8	0.53	Rutting	Kootenai
I 90	001660	5.500	10.920	Ascending	5.420	10.840	4.7	3.9	0.64	Rutting	Kootenai
I 90	001660	5.500	10.920	Descending	5.420	10.840	4.7	4.0	0.51	Rutting	Kootenai
I 90	001660	21.000	24.000	Ascending	3.000	6.000	2.2	3.3	0.29	CI	Kootenai
I 90	001660	58.500	60.410	Ascending	1.910	3.820	3.4	1.7	0.38	RI	Shoshone
I 90	001660	58.500	60.410	Descending	1.910	3.820	3.7	1.8	0.36	RI	Shoshone
I 90	001660	67.985	73.888	Descending	5.903	11.806	2.2	1.9	0.23	CI and RI	Shoshone
I 90	001660	68.005	73.888	Ascending	5.883	11.766	2.2	1.9	0.20	CI and RI	Shoshone
I 90	008339	14.781	20.280	Ascending	5.499	10.998	2.2	3.4	0.32	CI	Kootenai
I 90B	001661	4.705	5.640	Both	0.935	3.740	2.9	1.9	0.35	RI	Kootenai
I 90B	001666	0.000	0.273	Both	0.273	0.546	3.6	1.3	0.17	RI	Shoshone
I 90B	001666	0.273	0.728	Both	0.455	0.910	2.3	1.1	0.20	RI	Shoshone
I 90B	001666	0.728	1.000	Both	0.272	0.544	3.6	1.6	0.14	RI	Shoshone
I 90B	005920	0.000	0.200	Both	0.200	0.800	3.1	1.9	0.38	RI	Kootenai
I 90S	001662	0.031	0.147	Both	0.116	0.464	3.3	0.0	0.00	RI	Kootenai
I 90S	001662	3.687	3.834	Both	0.147	0.294	3.3	1.9	0.27	RI	Kootenai
I 90S	001665	3.847	3.966	Both	0.119	0.238	2.2	0.0	0.00	RI	Shoshone
SH 200	001610	29.806	30.290	Both	0.484	1.452	4.4	2.4	0.24	RI	Bonner
SH 3	001800	84.240	85.142	Both	0.902	1.804	4.7	1.8	0.44	RI	Benewah
SH 3	001800	111.380	111.771	Both	0.391	0.782	2.2	2.1	0.16	CI and RI	Kootenai
SH 3	001800	111.771	113.832	Both	2.061	4.122	1.7	2.6	0.30	CI	Kootenai
SH 3	001800	113.832	114.103	Both	0.271	0.542	2.6	2.5	0.36	RI	Kootenai
SH 3	001800	114.103	116.894	Both	2.791	5.582	1.8	2.6	0.27	CI	Kootenai
SH 3	001800	116.894	117.120	Both	0.226	0.452	5.0	2.5	0.19	RI	Kootenai
SH 41	001630	0.000	0.232	Both	0.232	0.928	3.9	2.0	0.18	RI	Kootenai
SH 41	001630	2.000	7.720	Both	5.720	11.440	4.8	3.1	0.61	Rutting	Kootenai
SH 41	001630	7.900	8.250	Both	0.350	0.700	3.0	2.4	0.23	RI	Kootenai
SH 41	001630	8.250	11.390	Both	3.140	6.280	1.9	3.3	0.29	CI	Kootenai
SH 41	001630	11.390	11.890	Both	0.500	1.000	1.8	2.7	0.31	CI	Kootenai
SH 41	001630	11.890	17.550	Both	5.660	11.320	1.9	2.9	0.26	CI	Kootenai
SH 41	001630	17.550	18.130	Both	0.580	1.160	2.2	2.8	0.17	CI	Kootenai
SH 41	001630	18.130	19.380	Both	1.250	2.500	2.2	2.8	0.29	CI	Kootenai
SH 41	001630	37.339	38.460	Both	1.121	2.242	2.2	2.5	0.41	CI	Bonner
SH 41	001630	38.460	39.058	Both	0.598	1.196	1.6	2.1	0.20	CI and RI	Bonner
SH 5	001820	0.000	0.500	Both	0.500	1.000	4.8	2.2	0.26	RI	Benewah
SH 5	001820	1.770	2.445	Both	0.675	2.025	4.7	2.5	0.34	RI	Benewah
SH 5	001820	4.832	5.856	Both	1.024	3.072	4.1	2.4	0.33	RI	Benewah
SH 5	001820	5.856	6.316	Both	0.460	0.920	2.5	2.5	0.30	RI	Benewah
SH 5	001820	11.610	11.870	Both	0.260	0.520	4.7	2.0	0.26	RI	Benewah
SH 5	001820	17.900	18.670	Both	0.770	1.540	2.5	2.3	0.23	RI	Benewah
SH 5	001820	18.670	18.925	Both	0.255	0.510	4.7	2.2	0.33	RI	Benewah
SH 5	001820	18.925	19.140	Both	0.215	0.430	3.6	1.9	0.27	RI	Benewah
SH 5	015998	4.550	4.820	Both	0.270	0.540	2.6	2.4	0.33	RI	Benewah
SH 54	001640	0.000	7.915	Both	7.915	15.830	1.8	3.5	0.22	CI	Kootenai
US 2	001540	474.242	474.716	Ascending	0.474	1.422	5.0	2.2	0.37	RI	Bonner
US 2	001540	474.716	475.075	Both	0.359	1.436	4.8	2.3	0.28	RI	Bonner
US 2	001590	0.000	0.527	Both	0.527	2.108	2.8	2.2	0.26	RI	Bonner
US 2	001590	6.820	9.669	Both	2.849	5.698	3.3	3.2	0.53	Rutting	Bonner
US 2	001590	10.920	11.650	Both	0.730	1.460	3.3	3.2	0.50	Rutting	Bonner
US 2	001590	12.900	14.950	Both	2.050	4.100	2.2	3.2	0.31	CI	Bonner
US 2	001590	28.515	28.725	Descending	0.210	0.420	1.4	2.5	0.11	CI	Bonner
US 2	016038	14.950	16.030	Both	1.080	2.160	2.1	3.1	0.33	CI	Bonner
US 2	016038	17.010	17.830	Both	0.820	1.640	2.1	3.0	0.27	CI	Bonner
US 2S	001540	473.960	474.242	Both	0.282	0.564	5.0	1.9	0.00	RI	Bonner

2014 DEFICIENCIES BY DISTRICT

(See TAMS for greater detail)

Route	Segment	Beginning Milepost	Ending Milepost	Direction	Length	Lane Miles	Crack-ing Index	Rough-ness Index	Rutting Average	Index Triggering Deficiency	County
US 95	001539	421.210	423.270	Both	2.060	8.240	2.0	3.3	0.22	CI	Kootenai
US 95	001540	373.140	378.680	Both	5.540	11.080	1.6	2.9	0.32	CI	Benewah
US 95	001540	389.500	390.200	Both	0.700	1.400	4.3	3.0	0.52	Rutting	Benewah
US 95	001540	397.870	398.596	Both	0.726	1.452	4.3	3.4	0.63	Rutting	Benewah
US 95	001540	398.596	399.810	Both	1.214	2.428	4.4	3.4	0.61	Rutting	Kootenai
US 95	001540	399.810	400.570	Both	0.760	1.520	4.4	2.8	0.53	Rutting	Kootenai
US 95	001540	400.570	401.610	Both	1.040	2.080	4.8	3.2	0.61	Rutting	Kootenai
US 95	001540	402.200	402.454	Both	0.254	0.508	2.2	3.0	0.31	CI	Kootenai
US 95	001540	423.270	424.000	Both	0.730	2.920	2.2	3.3	0.24	CI	Kootenai
US 95	001540	424.000	424.688	Both	0.688	2.752	2.2	3.5	0.13	CI	Kootenai
US 95	001540	430.629	431.070	Descending	0.441	0.882	5.0	2.5	0.31	RI	Kootenai
US 95	001540	465.767	467.800	Both	2.033	4.066	3.3	3.1	0.54	Rutting	Bonner
US 95	001540	471.700	472.862	Both	1.162	2.324	3.2	2.1	0.27	RI	Bonner
US 95	001540	500.800	501.400	Both	0.600	1.200	3.8	3.2	0.57	Rutting	Boundary
US 95	001540	503.300	505.748	Both	2.448	4.896	2.2	2.9	0.32	CI	Boundary
US 95	001540	505.748	506.195	Both	0.447	0.894	2.0	2.3	0.30	CI and RI	Boundary
US 95	001540	506.195	506.860	Both	0.665	1.330	2.0	2.0	0.48	CI and RI	Boundary
US 95	001540	506.860	507.495	Ascending	0.635	1.270	2.2	1.8	0.24	CI and RI	Boundary
US 95	001540	506.860	507.495	Descending	0.635	1.270	2.2	1.6	0.37	CI and RI	Boundary
US 95	001540	507.495	508.000	Both	0.505	2.020	1.9	2.3	0.14	CI and RI	Boundary
US 95	001540	508.000	508.365	Both	0.365	1.460	1.7	3.2	0.36	CI	Boundary
US 95	001540	538.540	538.562	Both	0.022	0.088	4.4	0.0	0.00	RI	Boundary
US 95	026825	448.026	449.774	Ascending	1.748	3.496	5.0	0.0	0.00	RI	Kootenai
US 95	026825	448.026	449.774	Descending	1.748	3.496	5.0	0.0	0.00	RI	Kootenai
District 2											
SH 11	001930	35.164	42.540	Both	7.376	14.752	1.7	2.6	0.18	CI	Clearwater
SH 13	001960	0.000	1.120	Both	1.120	2.240	3.6	2.1	0.28	RI	Idaho
SH 13	001960	1.120	6.600	Both	5.480	10.960	2.2	2.3	0.30	CI and RI	Idaho
SH 13	001960	25.406	25.840	Both	0.434	0.868	5.0	2.5	0.23	RI	Idaho
SH 13	001960	25.840	26.390	Both	0.550	1.100	4.3	2.2	0.25	RI	Idaho
SH 13B	001961	0.550	0.824	Both	0.274	0.548	4.3	1.7	0.16	RI	Idaho
SH 14	001970	46.750	47.733	Both	0.983	1.966	1.6	2.6	0.17	CI	Idaho
SH 14	001970	47.733	48.960	Both	1.227	2.454	1.8	2.6	0.13	CI	Idaho
SH 162	001940	30.819	31.077	Both	0.258	0.516	1.4	1.9	0.22	CI and RI	Lewis
SH 3	001800	0.000	0.471	Both	0.471	0.942	2.2	2.6	0.41	CI	Nez Perce
SH 3	001800	4.580	4.906	Both	0.326	0.652	3.6	2.5	0.38	RI	Nez Perce
SH 3	001800	12.390	13.660	Both	1.270	2.540	3.3	2.4	0.33	RI	Latah
SH 64	001940	15.890	22.000	Both	6.110	12.220	1.7	2.9	0.14	CI	Lewis
SH 64	001940	23.544	26.906	Both	3.362	6.724	0.0	2.9	0.07	CI	Lewis
SH 64	001940	26.906	30.819	Both	3.913	7.826	1.2	0.0	0.00	CI and RI	Lewis
SH 66	002530	0.000	0.992	Both	0.992	1.984	1.6	2.7	0.14	CI	Latah
SH 7	001920	36.787	42.750	Both	5.963	11.926	5.0	0.0	0.00	RI	Lewis
SH 7	001920	42.750	48.861	Both	6.111	12.222	5.0	0.0	0.00	RI	Clearwater
SH 8	001870	0.000	1.609	Both	1.609	6.436	4.1	3.0	0.62	Rutting	Latah
SH 8	001870	1.609	1.917	Both	0.308	0.616	4.3	2.3	0.55	RI and Rutting	Latah
SH 8	001870	2.700	3.293	Both	0.593	1.186	5.0	2.1	0.15	RI	Latah
SH 8	001870	5.050	10.630	Both	5.580	11.160	4.3	3.2	0.51	Rutting	Latah
SH 8	001870	29.000	36.000	Both	7.000	14.000	2.2	3.1	0.20	CI	Latah
SH 8	001870	36.000	36.310	Both	0.310	0.620	2.5	2.5	0.14	RI	Latah
US 12	001890	0.186	0.230	Both	0.044	0.088	3.1	1.6	0.19	RI	Nez Perce
US 12	001900	1.491	1.680	Descending	0.189	0.378	4.4	2.5	0.26	RI	Nez Perce
US 12	001900	1.680	1.935	Ascending	0.255	0.510	3.3	1.9	0.33	RI	Nez Perce
US 12	001900	1.935	2.602	Ascending	0.667	1.334	4.8	2.1	0.25	RI	Nez Perce
US 12	001900	1.935	2.602	Descending	0.667	1.334	4.8	2.2	0.26	RI	Nez Perce

2014 DEFICIENCIES BY DISTRICT

(See TAMS for greater detail)

Route	Segment	Beginning Milepost	Ending Milepost	Direction	Length	Lane Miles	Crack-ing Index	Rough-ness Index	Rutting Average	Index Triggering Deficiency	County
US 12	001901	2.831	3.290	Ascending	0.459	0.918	5.0	0.0	0.00	RI	Nez Perce
US 12	001902	0.186	0.275	Both	0.089	0.178	2.8	1.6	0.34	RI	Nez Perce
US 12	001902	0.275	0.381	Ascending	0.106	0.106	4.4	0.0	0.00	RI	Nez Perce
US 12	001910	14.901	15.780	Both	0.879	1.758	4.2	2.4	0.35	RI	Nez Perce
US 12	001910	20.500	21.140	Both	0.640	1.920	2.8	2.6	0.51	Rutting	Nez Perce
US 12	001910	21.140	23.440	Both	2.300	4.600	2.5	2.7	0.54	Rutting	Nez Perce
US 12	001910	34.700	34.959	Both	0.259	0.518	2.2	2.4	0.30	CI and RI	Nez Perce
US 12	001910	143.500	144.000	Both	0.500	1.500	2.7	2.1	0.18	RI	Idaho
US 12	001910	151.400	160.400	Both	9.000	18.000	2.2	3.0	0.12	CI	Idaho
US 12	001910	160.400	169.740	Both	9.340	18.680	2.2	3.0	0.12	CI	Idaho
US 12	001910	172.210	174.107	Both	1.897	3.794	2.2	2.7	0.15	CI	Idaho
US 95	001540	197.300	197.630	Both	0.330	0.660	2.9	2.3	0.25	RI	Idaho
US 95	001540	197.630	203.750	Both	6.120	12.240	2.2	3.4	0.28	CI	Idaho
US 95	001540	203.750	210.035	Both	6.285	12.570	2.0	3.5	0.27	CI	Idaho
US 95	001540	239.539	242.010	Both	2.471	4.942	2.1	2.9	0.40	CI	Idaho
US 95	001540	304.715	305.200	Ascending	0.485	0.970	3.9	3.6	0.55	Rutting	Nez Perce
US 95	001540	304.715	305.200	Descending	0.485	0.970	4.2	3.3	0.53	Rutting	Nez Perce
US 95	001540	305.200	309.750	Ascending	4.550	9.100	3.8	3.9	0.63	Rutting	Nez Perce
US 95	001540	305.200	309.750	Descending	4.550	9.100	4.2	3.9	0.64	Rutting	Nez Perce
US 95	001540	309.750	310.250	Ascending	0.500	1.000	4.1	3.9	0.58	Rutting	Nez Perce
US 95	001540	309.750	311.920	Descending	2.170	4.340	4.3	3.6	0.60	Rutting	Nez Perce
US 95	001540	317.410	319.880	Ascending	2.470	4.940	2.2	3.5	0.35	CI	Nez Perce
US 95	001540	317.410	319.880	Descending	2.470	4.940	2.2	3.6	0.29	CI	Nez Perce
US 95	001540	338.500	339.300	Both	0.800	2.400	2.2	3.3	0.55	CI and Rutting	Latah
US 95	001540	345.480	345.575	Ascending	0.095	0.285	3.6	2.4	0.22	RI	Latah
US 95	001540	345.575	345.950	Both	0.375	1.500	5.0	2.4	0.20	RI	Latah
US 95	001547	0.063	0.112	Descending	0.049	0.147	2.3	1.8	0.47	CI and RI	Latah
US 95	001547	0.112	0.500	Descending	0.388	1.164	2.9	1.6	0.43	RI	Latah
US 95	001553	345.051	345.560	Ascending	0.509	1.527	4.7	2.1	0.23	RI	Latah
US 95	005659	9.970	10.000	Ascending	0.030	0.030	4.9	0.0	0.00	RI	Latah
US 95	006416	344.767	344.885	Both	0.118	0.472	4.4	1.8	0.34	RI	Latah
US 95	006416	344.885	345.017	Ascending	0.132	0.396	4.9	1.5	0.34	RI	Latah
US 95	006418	0.500	0.670	Descending	0.170	0.510	3.9	1.7	0.41	RI	Latah
US 95B	001544	254.820	254.999	Both	0.179	0.358	1.4	2.3	0.17	CI	Idaho
US 95B	001544	254.999	255.190	Descending	0.191	0.382	2.8	1.6	0.39	RI	Idaho
US 95S	001552	323.050	323.190	Both	0.140	0.280	2.2	0.0	0.00	CI and RI	Nez Perce
District 3											
I 84	001010	26.349	26.710	Ascending	0.361	0.722	4.7	2.4	0.18	RI	Canyon
I 84	001010	28.299	36.016	Ascending	7.717	15.434	2.1	2.6	0.34	CI	Canyon
I 84	001010	28.331	28.475	Descending	0.144	0.288	2.1	2.5	0.25	CI and RI	Canyon
I 84	001010	28.475	36.016	Descending	7.541	15.082	2.2	2.5	0.34	CI	Canyon
I 84	001010	44.739	45.981	Ascending	1.242	4.968	2.2	3.4	0.26	CI	Ada
I 84	001010	44.739	45.981	Descending	1.242	4.968	2.2	2.4	0.29	CI and RI	Ada
I 84	001010	45.981	46.808	Ascending	0.827	3.308	2.2	3.5	0.30	CI	Ada
I 84	001010	45.981	46.808	Descending	0.827	3.308	2.2	2.3	0.30	CI and RI	Ada
I 84B	001020	0.000	0.539	Ascending	0.539	0.539	1.1	2.7	0.21	CI	Elmore
I 84B	001020	0.000	0.539	Descending	0.539	0.539	1.1	2.7	0.18	CI	Elmore
I 84B	001020	0.539	2.000	Both	1.461	2.922	1.1	2.7	0.22	CI	Elmore
I 84B	001021	3.644	4.062	Descending	0.418	1.254	3.0	2.4	0.12	RI	Elmore
I 84B	001030	0.000	1.080	Both	1.080	2.160	1.4	2.0	0.19	CI	Elmore
I 84B	001030	1.080	2.905	Both	1.825	3.650	1.4	2.2	0.25	CI	Elmore
I 84B	001030	2.905	3.178	Both	0.273	0.546	1.4	2.4	0.17	CI	Elmore
I 84B	002040	57.935	58.665	Ascending	0.730	2.190	2.2	2.8	0.27	CI	Canyon
I 84B	002040	58.665	58.818	Both	0.153	0.612	2.2	1.8	0.27	CI and RI	Canyon

2014 DEFICIENCIES BY DISTRICT

(See TAMS for greater detail)

Route	Segment	Beginning Milepost	Ending Milepost	Direction	Length	Lane Miles	Crack-ing Index	Rough-ness Index	Rutting Average	Index Triggering Deficiency	County
I 84B	002040	58.818	58.970	Both	0.152	0.608	3.8	1.6	0.16	RI	Canyon
I 84B	002040	58.970	59.356	Both	0.386	1.544	2.2	2.6	0.27	CI	Canyon
I 84B	002040	59.356	59.846	Ascending	0.490	0.980	2.2	2.5	0.22	CI and RI	Canyon
I 84B	002040	59.356	59.846	Descending	0.490	0.980	2.2	2.0	0.30	CI and RI	Canyon
I 84B	002040	59.846	60.166	Both	0.320	1.280	2.2	2.2	0.28	CI and RI	Canyon
I 84B	002070	95.308	95.467	Both	0.159	0.318	4.7	0.0	0.00	RI	Elmore
I 84B	002170	93.538	94.255	Both	0.717	2.868	4.7	0.0	0.00	RI	Elmore
I 84B	002170	94.255	95.308	Both	1.053	4.212	2.2	0.0	0.00	CI and RI	Elmore
SH 16	001390	100.000	100.840	Both	0.840	1.680	2.2	2.8	0.25	CI	Ada
SH 19	025246	34.572	34.638	Both	0.066	0.132	5.0	1.7	0.13	RI	Owyhee
SH 21	002140	0.000	0.209	Both	0.209	0.627	4.7	2.2	0.17	RI	Ada
SH 21	002140	0.209	0.410	Both	0.201	0.804	4.8	2.4	0.20	RI	Ada
SH 21	002140	49.250	52.330	Both	3.080	6.160	2.3	2.7	0.10	CI	Boise
SH 21	002140	52.330	55.153	Both	2.823	5.646	2.6	1.9	0.17	RI	Boise
SH 21	002140	55.153	58.000	Both	2.847	5.694	2.4	1.9	0.18	CI and RI	Boise
SH 21	002140	58.000	60.000	Both	2.000	4.000	2.6	2.0	0.14	RI	Boise
SH 21	002140	60.000	65.300	Both	5.300	10.600	2.6	2.3	0.16	RI	Boise
SH 21	002140	65.300	72.697	Both	7.397	14.794	2.6	2.3	0.16	RI	Boise
SH 44	002130	0.000	5.500	Both	5.500	11.000	2.3	3.0	0.34	CI	Canyon
SH 44	002130	5.500	10.560	Both	5.060	10.120	2.0	3.2	0.25	CI	Canyon
SH 44	002130	10.560	10.771	Both	0.211	0.844	2.2	2.5	0.31	CI and RI	Ada
SH 45	002160	9.740	10.383	Both	0.643	1.286	2.1	2.7	0.16	CI	Owyhee
SH 45	002160	27.650	27.725	Both	0.075	0.300	4.1	2.2	0.23	RI	Canyon
SH 45	002161	27.580	27.650	Both	0.070	0.280	4.3	1.9	0.41	RI	Canyon
SH 51	001020	4.116	4.309	Ascending	0.193	0.579	4.3	2.3	0.10	RI	Elmore
SH 51	001021	4.062	4.206	Descending	0.144	0.432	4.2	1.5	0.19	RI	Elmore
SH 51	002170	19.890	28.900	Both	9.010	18.020	1.6	1.8	0.19	CI and RI	Owyhee
SH 51	002170	90.785	92.089	Both	1.304	6.520	3.8	2.2	0.20	RI	Elmore
SH 51	002170	92.089	92.240	Both	0.151	0.604	5.0	1.9	0.20	RI	Elmore
SH 52	002010	1.200	1.664	Both	0.464	1.856	4.2	2.2	0.12	RI	Payette
SH 52	002010	30.422	30.650	Both	0.228	0.456	2.1	2.6	0.15	CI	Gem
SH 52	002010	30.650	31.910	Both	1.260	2.520	4.3	2.3	0.20	RI	Gem
SH 52	002010	45.000	47.000	Both	2.000	4.000	2.2	2.8	0.23	CI	Gem
SH 52	002010	47.000	54.126	Both	7.126	14.252	2.2	2.7	0.22	CI	Gem
SH 55	001990	0.000	2.289	Both	2.289	4.578	2.0	2.7	0.24	CI	Owyhee
SH 55	001990	2.289	2.650	Both	0.361	1.444	4.2	2.5	0.15	RI	Owyhee
SH 55	001990	7.110	11.100	Both	3.990	7.980	1.6	2.5	0.22	CI	Canyon
SH 55	001990	11.100	11.600	Both	0.500	1.000	1.7	2.3	0.30	CI and RI	Canyon
SH 55	001990	11.600	15.818	Both	4.218	8.436	2.0	2.4	0.42	CI and RI	Canyon
SH 55	001990	143.873	144.430	Both	0.557	1.114	5.0	2.5	0.28	RI	Valley
SH 55	002005	36.843	37.939	Descending	1.096	2.192	4.7	2.4	0.19	RI	Ada
SH 55	015868	16.154	16.766	Both	0.612	2.448	4.7	2.2	0.17	RI	Canyon
SH 69	002000	67.860	68.026	Both	0.166	0.664	4.7	2.0	0.23	RI	Ada
SH 78	002190	42.000	52.000	Both	10.000	20.000	1.7	3.0	0.17	CI	Owyhee
US 20	002070	24.840	25.300	Both	0.460	1.840	5.0	2.1	0.11	RI	Canyon
US 20	002070	33.200	33.400	Both	0.200	0.800	3.1	2.2	0.40	RI	Ada
US 20	002070	49.829	50.050	Both	0.221	0.884	2.6	1.6	0.41	RI	Ada
US 20	002070	52.120	52.812	Descending	0.692	1.384	5.0	2.5	0.16	RI	Ada
US 20	002070	96.050	103.837	Both	7.787	15.574	2.4	3.5	0.18	CI	Elmore
US 20	002710	4.709	4.847	Both	0.138	0.690	4.4	1.7	0.35	RI	Ada
US 20	007351	48.131	48.505	Ascending	0.374	1.122	4.2	2.4	0.11	RI	Ada
US 20S	002411	3.620	3.740	Ascending	0.120	0.360	4.9	0.0	0.00	RI	Ada
US 30	002040	27.940	31.175	Both	3.235	6.470	1.6	2.2	0.19	CI	Payette
US 95	001540	16.700	17.776	Both	1.076	3.228	1.4	2.0	0.27	CI and RI	Owyhee
US 95	001540	60.720	61.078	Both	0.358	1.432	4.9	2.1	0.18	RI	Payette

2014 DEFICIENCIES BY DISTRICT

(See TAMS for greater detail)

Route	Segment	Beginning Milepost	Ending Milepost	Direction	Length	Lane Miles	Crack-ing Index	Rough-ness Index	Rutting Average	Index Triggering Deficiency	County
US 95	001540	64.000	65.037	Both	1.037	4.148	3.3	2.8	0.53	Rutting	Payette
US 95	001540	70.280	80.225	Both	9.945	19.890	2.2	3.4	0.52	CI and Rutting	Payette
US 95	001540	112.977	113.393	Both	0.416	1.664	3.3	2.4	0.12	RI	Washington
US 95	001540	135.090	135.810	Both	0.720	1.440	2.8	2.3	0.25	RI	Adams
US 95	001540	160.930	160.934	Both	0.004	0.008	4.3	1.6	0.21	RI	Adams
US 95	001540	160.934	160.952	Both	0.018	0.036	4.3	1.6	0.21	RI	Adams
US 95	001551	0.240	0.830	Descending	0.590	1.180	4.8	2.5	0.16	RI	Washington
US 95	001990	156.047	156.052	Both	0.005	0.010	2.8	1.9	0.20	RI	Adams
US 95	030838	45.440	45.509	Both	0.069	0.069	5.0	2.4	0.10	RI	Canyon
US 95S	001540	81.752	82.215	Both	0.463	0.926	4.8	2.3	0.09	RI	Washington
US 95S	001543	82.215	82.337	Descending	0.122	0.244	5.0	1.8	0.16	RI	Washington
US 95S	001550	0.000	0.245	Ascending	0.245	0.490	5.0	1.9	0.09	RI	Washington
US 95S	001550	0.000	0.245	Descending	0.245	0.490	4.7	2.0	0.09	RI	Washington
District 4											
I 84	001010	269.685	275.650	Ascending	5.965	11.930	2.2	4.1	0.20	CI	Oneida
I 84	001010	269.685	275.650	Descending	5.965	11.930	2.1	3.8	0.19	CI	Oneida
I 84B	002040	169.447	172.595	Both	3.148	6.296	2.2	3.0	0.23	CI	Gooding
I 84B	002240	138.778	138.970	Both	0.192	0.384	3.3	2.1	0.26	RI	Gooding
I 84B	002290	23.659	24.106	Ascending	0.447	0.894	4.9	2.5	0.22	RI	Minidoka
I 84B	002290	23.659	24.106	Descending	0.447	0.894	4.9	2.2	0.15	RI	Minidoka
SH 24	002270	51.068	52.455	Both	1.387	5.548	2.0	2.7	0.14	CI	Minidoka
SH 24	002280	0.330	0.900	Both	0.570	2.280	2.2	3.1	0.26	CI	Minidoka
SH 24	002280	0.900	3.400	Ascending	2.500	5.000	2.2	2.9	0.15	CI	Minidoka
SH 24	002280	5.120	5.403	Both	0.283	0.566	3.9	1.4	0.29	RI	Minidoka
SH 24	002280	5.750	6.605	Both	0.855	1.710	1.6	3.0	0.31	CI	Minidoka
SH 24	002280	6.605	12.100	Both	5.495	10.990	1.6	3.3	0.27	CI	Minidoka
SH 25	002270	0.965	1.838	Both	0.873	3.492	4.0	2.5	0.11	RI	Jerome
SH 25	002270	4.700	5.342	Both	0.642	1.284	1.4	2.3	0.41	CI	Jerome
SH 25	002270	21.000	24.250	Both	3.250	6.500	1.7	1.9	0.12	CI and RI	Jerome
SH 25	002270	24.250	30.564	Both	6.314	12.628	1.7	1.6	0.14	CI and RI	Jerome
SH 25	025310	50.830	50.978	Both	0.148	0.592	4.2	1.4	0.13	RI	Minidoka
SH 27	002290	24.106	24.547	Ascending	0.441	0.882	2.2	1.6	0.21	CI and RI	Minidoka
SH 27	002290	24.106	24.547	Descending	0.441	0.882	1.9	2.6	0.16	CI	Minidoka
SH 46	002200	100.000	100.304	Both	0.304	1.216	4.4	1.8	0.16	RI	Gooding
SH 46	002200	100.304	101.212	Both	0.908	3.632	1.9	2.5	0.22	CI	Gooding
SH 46	002200	130.849	134.526	Both	3.677	7.354	1.5	3.3	0.13	CI	Gooding
SH 46	002200	134.526	135.625	Both	1.099	3.297	1.7	2.9	0.21	CI	Camas
SH 46	002200	135.625	137.423	Both	1.798	3.596	1.7	3.3	0.15	CI	Camas
SH 46	002200	137.423	142.470	Both	5.047	10.094	1.8	3.7	0.11	CI	Camas
SH 46S	002201	0.000	0.231	Both	0.231	0.462	2.3	1.9	0.18	RI	Gooding
SH 46S	002201	0.231	1.181	Both	0.950	1.900	1.6	2.4	0.13	CI	Gooding
SH 74	002210	6.888	7.349	Both	0.461	1.844	5.0	2.3	0.08	RI	Twin Falls
SH 74	002210	7.349	7.835	Both	0.486	1.944	5.0	1.7	0.22	RI	Twin Falls
SH 74	007630	0.000	0.129	Both	0.129	0.258	4.3	2.5	0.09	RI	Twin Falls
SH 75	002230	73.659	74.055	Both	0.396	0.792	2.1	2.0	0.17	CI and RI	Lincoln
SH 75	002230	115.526	115.850	Both	0.324	1.296	2.9	2.5	0.17	RI	Blaine
SH 75	002230	128.219	128.535	Both	0.316	1.264	3.8	1.8	0.22	RI	Blaine
SH 75	002230	128.535	129.120	Both	0.585	1.170	2.1	2.4	0.37	CI and RI	Blaine
SH 75	002230	129.120	136.590	Both	7.470	14.940	2.0	3.1	0.25	CI	Blaine
SH 75	002230	148.250	155.500	Both	7.250	14.500	2.2	2.8	0.15	CI	Blaine
SH 75	002230	155.500	162.900	Both	7.400	14.800	2.2	3.0	0.14	CI	Blaine
SH 77	002300	1.100	7.480	Both	6.380	12.760	1.3	2.8	0.10	CI	Cassia
SH 79	002250	0.000	0.257	Both	0.257	1.028	5.0	0.0	0.00	RI	Jerome
SH 81	002310	17.200	21.002	Both	3.802	7.604	1.4	3.0	0.22	CI	Cassia

2014 DEFICIENCIES BY DISTRICT

(See TAMS for greater detail)

Route	Segment	Beginning Milepost	Ending Milepost	Direction	Length	Lane Miles	Crack-ing Index	Rough-ness Index	Rutting Average	Index Triggering Deficiency	County
SH 81	002310	21.002	23.608	Both	2.606	5.212	1.4	3.3	0.13	CI	Cassia
SH 81	002310	23.608	26.200	Both	2.592	5.184	1.6	2.8	0.22	CI	Cassia
SH 81	002310	26.200	32.860	Both	6.660	13.320	1.7	3.3	0.29	CI	Cassia
SH 81	002310	32.860	33.978	Both	1.118	2.236	2.1	2.7	0.41	CI	Cassia
US 20	002070	136.420	138.000	Both	1.580	3.160	2.0	3.5	0.14	CI	Elmore
US 20	002070	157.200	164.100	Both	6.900	13.800	2.2	3.3	0.23	CI	Camas
US 20	002070	164.100	171.000	Both	6.900	13.800	2.2	3.2	0.33	CI	Camas
US 20	002070	181.100	186.160	Both	5.060	10.120	2.2	2.8	0.18	CI	Blaine
US 20	002070	191.558	193.000	Both	1.442	2.884	2.1	2.6	0.23	CI	Blaine
US 20	002070	193.000	193.900	Both	0.900	2.700	2.2	3.1	0.25	CI	Blaine
US 20	002070	193.900	194.830	Both	0.930	2.790	2.1	2.7	0.24	CI	Blaine
US 20	002070	194.830	195.483	Both	0.653	1.306	2.2	3.7	0.26	CI	Blaine
US 26	002240	150.355	157.800	Both	7.445	14.890	2.3	3.4	0.12	CI	Gooding
US 26	002240	157.800	165.450	Both	7.650	15.300	2.2	3.2	0.16	CI	Lincoln
US 30	002040	174.900	176.300	Both	1.400	4.200	2.1	2.7	0.21	CI	Gooding
US 30	002040	176.300	177.510	Both	1.210	2.420	2.2	2.7	0.19	CI	Gooding
US 30	002040	216.899	216.925	Both	0.026	0.104	3.3	1.0	0.47	RI	Twin Falls
US 30	002040	219.608	220.018	Both	0.410	1.640	4.4	1.8	0.16	RI	Twin Falls
US 30	002040	235.920	236.300	Both	0.380	0.760	1.6	3.1	0.07	CI	Twin Falls
US 30	002040	249.430	256.716	Both	7.286	14.572	2.3	3.3	0.32	CI	Cassia
US 30	002040	256.716	257.481	Both	0.765	3.060	2.2	2.8	0.12	CI	Cassia
US 30	002043	218.572	218.674	Descending	0.102	0.306	4.4	2.1	0.16	RI	Twin Falls
US 93	002220	49.455	49.829	Both	0.374	1.496	4.9	2.0	0.33	RI	Twin Falls
US 93	002220	49.829	50.135	Both	0.306	1.224	4.4	1.9	0.24	RI	Twin Falls
US 93	002240	165.950	172.000	Both	6.050	12.100	2.2	3.7	0.14	CI	Lincoln
US 93	002240	172.000	177.500	Both	5.500	11.000	2.2	3.3	0.18	CI	Lincoln
US 93	002240	196.080	197.760	Both	1.680	3.360	2.1	3.0	0.18	CI	Blaine
US 93	002240	197.760	198.450	Both	0.690	1.380	2.1	2.9	0.13	CI	Blaine
US 93	002240	198.450	199.270	Both	0.820	1.640	2.2	3.1	0.13	CI	Blaine
US 93	002240	201.850	204.262	Both	2.412	4.824	2.0	3.1	0.21	CI	Blaine
US 93	002240	204.262	204.650	Both	0.388	0.776	2.1	2.0	0.32	CI and RI	Blaine
US 93	002240	204.650	205.270	Both	0.620	1.240	2.2	2.1	0.34	CI and RI	Blaine
US 93	002240	205.270	214.454	Both	9.184	18.368	2.1	2.7	0.19	CI	Blaine
US 93	002240	214.454	216.000	Both	1.546	3.092	2.2	2.5	0.14	CI	Blaine
US 93	002240	216.000	222.835	Both	6.835	13.670	2.2	3.4	0.24	CI	Blaine
US 93	007356	199.270	201.684	Both	2.414	4.828	2.2	2.9	0.11	CI	Blaine
US 93B	002040	212.078	212.093	Both	0.015	0.060	4.7	2.0	0.21	RI	Twin Falls
US 93B	002043	217.199	217.282	Ascending	0.083	0.166	3.0	1.6	0.00	RI	Twin Falls
US 93B	002043	217.199	217.282	Descending	0.083	0.166	3.0	2.4	0.09	RI	Twin Falls
US 93B	002220	46.549	47.345	Both	0.796	3.184	3.3	2.5	0.29	RI	Twin Falls
US 93B	002220	47.345	47.457	Both	0.112	0.448	5.0	2.3	0.23	RI	Twin Falls
US 93B	002220	47.457	48.500	Both	1.043	4.172	5.0	1.9	0.45	RI	Twin Falls
US 93S	002221	0.000	0.910	Both	0.910	1.820	2.3	0.0	0.00	CI and RI	Twin Falls
District 5											
I 15	001330	21.400	25.000	Descending	3.600	7.200	3.8	2.5	0.25	RI	Oneida
I 15	001330	21.540	25.000	Ascending	3.460	6.920	2.8	2.3	0.22	RI	Oneida
I 15	001330	76.010	81.900	Ascending	5.890	11.780	2.2	3.2	0.25	CI	Bannock
I 15	001330	80.200	81.700	Descending	1.500	3.000	2.0	3.1	0.30	CI	Bingham
I 15	001330	81.900	85.600	Ascending	3.700	7.400	2.4	4.5	0.18	CI	Bingham
I 15	001330	85.600	89.300	Ascending	3.700	7.400	2.4	2.8	0.47	CI	Bingham
I 15	001330	85.600	89.300	Descending	3.700	7.400	2.4	3.1	0.44	CI	Bingham
I 15	001330	100.500	106.500	Descending	6.000	12.000	2.3	3.8	0.28	CI	Bingham
I 15B	001340	0.000	3.147	Both	3.147	6.294	1.9	2.4	0.11	CI	Bannock
I 15B	001340	3.842	4.338	Both	0.496	1.984	5.0	2.4	0.19	RI	Bannock

2014 DEFICIENCIES BY DISTRICT

(See TAMS for greater detail)

Route	Segment	Beginning Milepost	Ending Milepost	Direction	Length	Lane Miles	Crack-ing Index	Rough-ness Index	Rutting Average	Index Triggering Deficiency	County
I 15B	001360	4.459	4.552	Ascending	0.093	0.279	4.9	1.8	0.12	RI	Bannock
I 15B	001361	4.459	4.552	Descending	0.093	0.186	4.9	1.9	0.14	RI	Bannock
I 15B	001370	2.180	2.400	Both	0.220	0.440	1.9	3.0	0.22	CI	Bingham
I 15B	001370	2.400	3.659	Both	1.259	5.036	1.9	2.8	0.12	CI	Bingham
I 15B	001371	3.705	4.244	Descending	0.539	1.078	4.9	2.3	0.13	RI	Bingham
I 86	001260	14.808	15.210	Descending	0.402	0.804	3.3	2.4	0.12	RI	Cassia
I 86	001260	53.300	58.500	Descending	5.200	10.400	2.3	3.2	0.32	CI	Power
I 86B	002332	100.000	100.259	Both	0.259	1.036	3.3	1.9	0.10	RI	Power
SH 34	002360	7.620	7.725	Both	0.105	0.210	3.6	1.4	0.31	RI	Franklin
SH 34	002360	17.648	19.000	Both	1.352	2.704	1.9	3.5	0.08	CI	Franklin
SH 34	002360	19.000	20.603	Both	1.603	3.206	1.7	3.3	0.13	CI	Franklin
SH 34	002360	28.700	29.000	Both	0.300	0.600	2.5	1.9	0.18	RI	Franklin
SH 34	002360	57.757	58.050	Both	0.293	1.172	4.4	1.8	0.13	RI	Caribou
SH 34	002360	59.795	63.549	Both	3.754	7.508	1.9	2.8	0.10	CI	Caribou
SH 34	002360	82.000	85.199	Both	3.199	6.398	1.7	2.4	0.12	CI	Caribou
SH 34	002360	85.199	93.300	Both	8.101	16.202	1.7	2.6	0.13	CI	Caribou
SH 34	027270	100.000	100.061	Ascending	0.061	0.061	3.9	0.0	0.00	RI	Franklin
SH 36	005510	112.176	114.091	Both	1.915	3.830	1.7	2.6	0.09	CI	Oneida
SH 36	005510	117.430	126.387	Both	8.957	17.914	1.7	3.0	0.16	CI	Franklin
SH 38	002320	0.000	0.322	Both	0.322	0.966	1.7	1.9	0.14	CI and RI	Oneida
SH 38	002320	0.322	0.623	Both	0.301	0.602	1.7	2.3	0.09	CI	Oneida
SH 38	002320	0.623	0.953	Both	0.330	0.660	4.2	2.0	0.10	RI	Oneida
SH 38	002320	1.323	6.310	Both	4.987	9.974	1.7	3.0	0.11	CI	Oneida
SH 39	002330	1.720	2.040	Both	0.320	1.280	2.3	2.8	0.15	CI	Power
SH 39	002330	2.040	2.800	Ascending	0.760	1.520	2.0	2.4	0.15	CI and RI	Power
SH 39	002330	3.280	8.200	Both	4.920	9.840	2.2	3.4	0.10	CI	Power
SH 39	002330	8.200	10.962	Both	2.762	5.524	2.2	3.3	0.10	CI	Power
SH 39	002330	15.700	16.282	Both	0.582	2.328	2.5	2.4	0.13	RI	Bingham
SH 39	002330	52.714	52.924	Both	0.210	0.840	4.4	2.0	0.13	RI	Bingham
SH 39	002331	2.040	3.177	Descending	1.137	2.274	2.0	2.6	0.17	CI	Power
US 26	002240	305.743	306.104	Descending	0.361	0.722	5.0	1.9	0.17	RI	Bingham
US 30	002040	335.391	335.778	Descending	0.387	0.774	4.9	2.4	0.12	RI	Bannock
US 30	002040	434.137	435.281	Both	1.144	4.576	2.0	3.1	0.17	CI	Bear Lake
US 30B	002047	0.000	0.300	Both	0.300	0.600	3.1	1.7	0.16	RI	Bannock
US 30B	002047	0.301	0.446	Both	0.145	0.290	3.1	1.6	0.13	RI	Bannock
US 89	002380	25.294	25.984	Both	0.690	2.760	3.8	2.3	0.17	RI	Bear Lake
US 89	002380	26.700	29.700	Both	3.000	6.000	2.3	3.2	0.06	CI	Bear Lake
US 91	002350	7.794	9.215	Both	1.421	5.684	2.6	2.1	0.29	RI	Franklin
US 91	002350	78.800	79.360	Both	0.560	2.240	5.0	1.5	0.12	RI	Bannock
US 91	002350	79.360	79.690	Both	0.330	1.320	5.0	2.4	0.18	RI	Bannock
US 91	002350	79.690	79.912	Both	0.222	1.332	5.0	2.2	0.16	RI	Bannock
US 91	002350	80.141	81.020	Both	0.879	3.516	5.0	2.2	0.10	RI	Bannock
US 91	002350	100.700	101.652	Both	0.952	3.808	1.9	3.3	0.13	CI	Bingham
District 6											
I 15B	020053	105.259	105.403	Both	0.144	0.576	4.9	2.1	0.14	RI	Bonneville
SH 22	002470	24.670	24.917	Both	0.247	0.494	2.3	1.8	0.13	RI	Butte
SH 29	002510	4.330	6.857	Both	2.527	5.054	4.9	0.0	0.00	RI	Lemhi
SH 29	002510	6.857	13.614	Both	6.757	13.514	4.9	0.0	0.00	RI	Lemhi
SH 31	002450	0.000	4.735	Both	4.735	9.470	1.3	2.9	0.34	CI	Bonneville
SH 31	002450	4.735	5.705	Both	0.970	1.940	1.4	2.2	0.21	CI	Bonneville
SH 31	002450	6.535	7.330	Both	0.795	1.590	1.4	2.6	0.13	CI	Bonneville
SH 31	002450	7.330	14.100	Both	6.770	13.540	1.3	2.7	0.23	CI	Bonneville
SH 33	002460	58.540	59.280	Both	0.740	1.480	3.7	2.4	0.16	RI	Jefferson
SH 33	002460	78.507	79.285	Both	0.778	3.112	4.1	2.4	0.20	RI	Madison

2014 DEFICIENCIES BY DISTRICT

(See TAMS for greater detail)

Route	Segment	Beginning Milepost	Ending Milepost	Direction	Length	Lane Miles	Crack-ing Index	Rough-ness Index	Rutting Average	Index Triggering Deficiency	County
SH 47	002490	7.204	7.842	Both	0.638	1.276	1.9	1.8	0.20	CI and RI	Fremont
SH 48	002440	0.000	0.452	Both	0.452	0.904	2.8	2.0	0.13	RI	Jefferson
SH 48	002440	0.452	0.720	Both	0.268	0.536	1.7	1.7	0.16	CI and RI	Jefferson
SH 75	002230	217.122	226.624	Both	9.502	19.004	4.9	0.0	0.00	RI	Custer
US 20	002070	353.050	360.100	Both	7.050	14.100	2.1	3.0	0.13	CI	Fremont
US 20B	002073	2.270	2.751	Both	0.481	1.924	3.3	1.8	0.15	RI	Bonneville
US 26	002240	334.374	334.900	Both	0.526	2.104	4.3	2.4	0.16	RI	Bonneville
US 26	002240	334.900	335.360	Both	0.460	1.840	4.2	2.2	0.12	RI	Bonneville
US 26	002240	376.780	377.000	Both	0.220	0.440	2.2	3.6	0.10	CI	Bonneville
US 93	002220	292.500	299.000	Both	6.500	13.000	2.2	3.4	0.10	CI	Lemhi
US 93	002220	304.300	304.675	Both	0.375	0.750	4.2	2.3	0.29	RI	Lemhi
US 93	002220	304.675	305.213	Both	0.538	1.076	4.4	2.2	0.41	RI	Lemhi
US 93S	002540	0.000	1.022	Both	1.022	2.044	3.9	0.0	0.00	RI	Lemhi

APPENDIX E

INTELLIGENT TRANSPORTATION SYSTEMS PROJECTS

System Engineering Requirements for (ITS) Projects E-3
Systems Engineering Review Form (SERF) E-7

System Engineering Requirements for Intelligent Transportation Systems (ITS) Projects

Systems Engineering (SE) Analysis (ITS Project Development Process)

The SE Analysis, according to the FHWA ITS Final Rule, is a structured process for arriving at a final design of a system. The final design is selected from a number of alternatives that would accomplish the same objectives and considers the total life-cycle of the project including not only the technical merits of potential solutions but also the costs and relative value of alternatives.

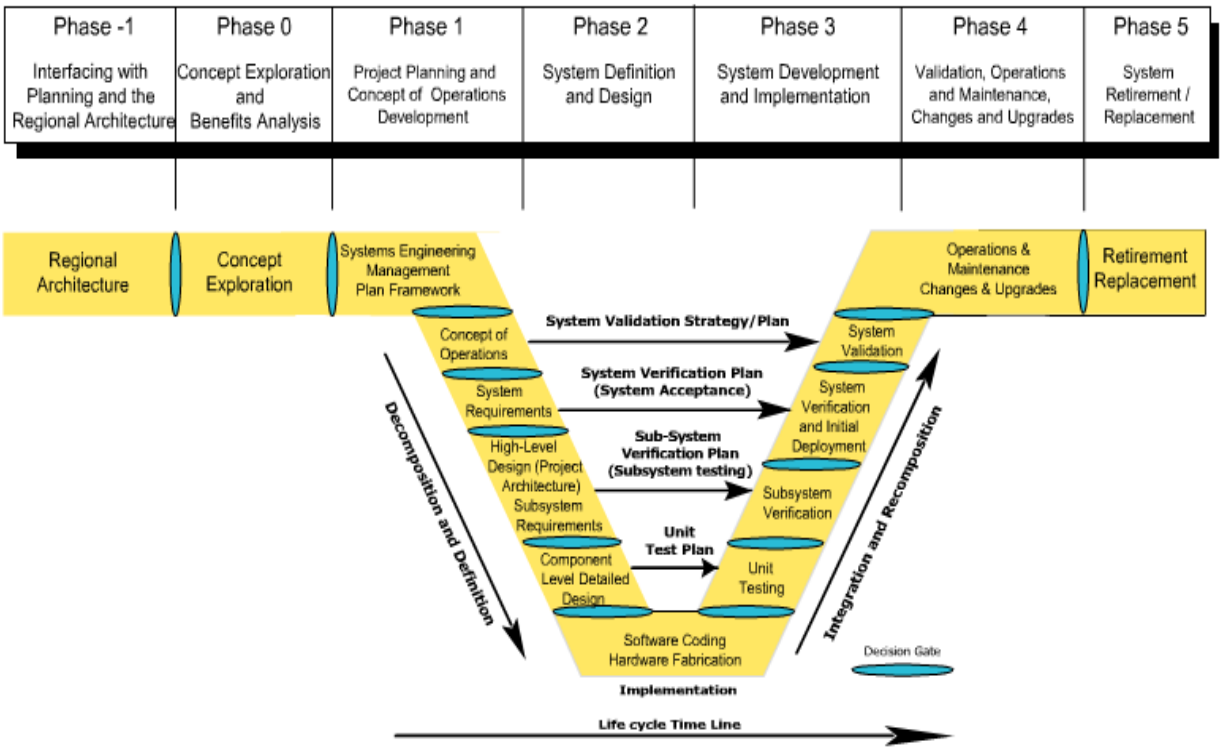
The SE analysis for ITS project development and deployment of integrated transportation systems requires the project developer to consider all phases of the ITS system's lifecycle: planning, requirements, design, procurement, implementation, deployment, operations, and maintenance.

Using the SE approach will help ensure the technology based projects are completed on time, on budget, and satisfy the user's requirements. The SE process is required for all federal-aid ITS projects, regardless of size or complexity. However, the amount of SE analysis shall be commensurate with the project scope and technical complexity.

Based on the 23 CFR 940.11 (Project Implementation), the SE process shall address at a minimum for all ITS projects the following:

1. Identification of portions of the Regional Architecture (RA) being implemented or if a RA does not exist, the applicable portions of the National ITS Architecture
2. Identification of participating agencies and their roles and responsibilities
3. Requirements definitions
4. Analysis of alternative system configurations and technology options to meet requirements
5. Procurement options
6. Identification of applicable ITS standards and testing procedures
7. Procedures and resources necessary for operation and management of the system

Figure 1 - Overview of the Vee Model



As shown in Figure 1, FHWA recommends the Vee Model as the preferred systems engineering approach for ITS projects. The Vee Model above, shows the SE Process that covers the entire life cycle of an ITS project, from planning to design, operations, and maintenance. The process translates user needs into ITS system requirements and then into an ITS system design.

The SE Process has been used by the Department of Defense and NASA industries to manage billion dollar projects. The SE process will help facilitate ITS project developments that use a systems engineering approach to improve the documentation of the system, design, verification, and implementation. Good documentation of the ITS system requirements will also help improve the long-term operations and maintenance of the system and the flexibility to upgrade the capabilities of the system.

As shown in Figure 1, the wings were added to the “Vee” to better reflect the ITS project development process as a part of the ITS project lifecycle.

The left wing shows the regional ITS architecture requirement and concept exploration that helps to support the initial identification and scoping of an ITS project.

The central core of the "Vee" shows the project definition, implementation, and verification process.

The right wing shows the operations and maintenance, changes and upgrades, and replacement/retirement of the system at the end of the project lifecycle.

The objectives of the SE Process are to ensure ITS projects are completed:

1. On-time (i.e. avoid schedule overruns)
2. Within budget (i.e. reduce the risk of cost)
3. With satisfied user's needs (i.e. system functionality that meets user's expectation)
4. With high level of stakeholder participation
5. With good system documentation
6. Using a system that can evolve with a minimal redesign

The SE Process also helps to overcome the traditional problems of ITS project development such as:

1. Estimation errors (i.e. difficulties in estimating time and cost of systems development)
2. Scope creep (i.e. user's functional requirements changes)
3. Unexpected changes (i.e. technology obsolescence, equipment incompatibilities, needed facilities being unavailable, personnel turnover, etc.)
4. Unrealistic expectations (i.e. expectations of the capabilities of the software developer, expectations regarding delivery dates/development costs, etc.)

References

FHWA Memorandum dated January 3, 2000 – Guidance on Federal-aid Eligibility of Operating Costs for Transportation Management Systems

Title 23 USC Part 101(a)(17) – Operating Costs for Traffic Monitoring, Management, and Control Systems

Title 23 CFR Part 940 – Intelligent Transportation System Architecture and Standards

Title 23 CFR Part 655 – Traffic Operations

2008 FHWA/NJDOT Stewardship Agreement

2009 Systems Engineering Guidebook for ITS, Version 3.0

Websites

USDOT ITS Websites:

ITS Applications: www.itsoverview.its.dot.gov/

ITS Benefits: www.itsbenefits.its.dot.gov/

ITS Costs: www.itscosts.its.dot.gov/
ITS Deployments: www.itsdeployment.its.dot.gov/
ITS Lessons Learned: www.itslessons.its.dot.gov/
ITS Library: www.its.dot.gov/library.htm

ITS Architecture Resources:

National ITS Architecture: http://www.its.dot.gov/arch/index.htm Idaho Statewide and Regional ITS Architectures: http://itdportal/sites/HW/HWOps/Mobility/Documents/ITS%20Strategic%20Plan%20Update%20Final%20newest%20revision%20061711.pdf

Systems Engineering Resources:

Introduction to SE Handbook: http://ops.fhwa.dot.gov/publications/seitsguide/index.htm
Comprehensive Web-based SE Guidebook: http://www.fhwa.dot.gov/cadiv/segb/

ITS Training Resources:

ITS Professional Capacity Building: http://www.pcb.its.dot.gov
National Highway Institute: www.nhi.fhwa.dot.gov/training/brows_catalog.aspx
Note: Click on #137 – ITS via "Browse Courses by Program Area"
CITE: www.citeconsortium.org/curriculum.html

ITS Procurement:

FHWA Resource Center ITS Procurement (Resources and Materials) Website: http://www.fhwa.dot.gov/resourcecenter/teams/operations/procure.cfm

SYSTEMS ENGINEERING REVIEW FORM (SERF)

Name of Project:

Name of Regional ITS Architecture:

1. **Identification of portions of the regional ITS architecture being implemented**
   [Identify which user services, physical subsystems, information flows, and market packages are being completed as part of the project and how these pieces are part of the regional architecture.]

2. **Identification of participating agencies roles and responsibilities (concepts of operation)**
   [For the user services to be implemented, define the high-level operations of the system, including where the system will be used, functions of the system capabilities, performance parameters, the life cycle of the system, and who will operate and maintain the system. Establish requirements or agreements on information sharing and traffic device control responsibilities.]

   Requirements definitions
   [Based on the concept of operations, define the "what" and not "how" of the system. The applicable high-level functional requirements from the Regional Architecture (RA) are a good starting point for discussion.]

3. **Analysis of alternative system configurations and technology options to meet requirements**
   [The analysis of system alternatives should outline the strengths and weaknesses, technical feasibility, institutional compatibility, and life cycle costs of each alternative.]

4. **Procurement options**
   [Some procurement (contracting) options to consider include: consultant design/low bid contractor, systems manager, systems integrator, task order, and design/build. Deciding on the best procurement option should consider the level of agency participation, compatibility with existing procurement methods, role of system integrator, and life cycle costs.]

5. **Identification of applicable ITS standards and testing procedures**
[Include documentation on which standards will be incorporated into the system design and justification for any applicable standards not incorporated. The standards report from the RA is a good starting point for discussion.]

6. **Procedures and resources necessary for operations and management of the system**
[*In addition to the above concept of operations, document any internal policies or procedures necessary to recognize and incorporate the new system into the current operations and decision-making processes. Resources necessary to support continued operations, including staffing and training must also be recognized early and be provided for. Such resources must also be provided to support necessary maintenance and upkeep to ensure continued system viability.]*

Examples of the Systems Engineering Review Form (SERF) are available at:

California SERF - New Traffic Signal with Interconnect
http://www.fhwa.dot.gov/cadiv/segb/files/other/sampserfhc.htm

California SERF – Traffic Signal Coordination
http://www.fhwa.dot.gov/cadiv/segb/files/other/sampserfcc.htm

California SERF – Transportation Management System
http://www.fhwa.dot.gov/cadiv/segb/files/other/sampserfsm.htm

New Jersey SERF- Programmatic ITS
http://www.fhwa.dot.gov/cadiv/segb/files/other/sampserfnj.htm

New Mexico DOT ITS Project Checklist
http://www.fhwa.dot.gov/cadiv/segb/files/other/nmitschecklist.htm

Tennessee Procedures for Implementing ITS Regulation 23 CFR 940
http://www.fhwa.dot.gov/cadiv/segb/files/other/tnitsproc.htm

ITD is in the process of updating its ITS plan.

Please contact Bob Koeberlein for more information.

APPENDIX F

BOARD & ADMINISTRATIVE POLICIES

ITD Policy Finder

All policies will be renumbered as they are updated. All Board policies will follow the format 4###.
All Administrative policies with matching Board policies will follow the format 5###.
All Administrative policies without a matching Board policy will follow the format 55##.

4011	5011	Highway Development Program (formerly B-11-02, A-11-02)	F-3, F-5
4023		Community Choices for Idaho	F-9
4028	A-11-04	Allocation of Surface Transportation Program Apportionments to Local Public Agencies (formerly B-11-04, A-11-04)	F-11, F-15
4028S		Attachment: Option B: Local Public Agency Share of SAFETEA-LU Funding	F-13
4030	5030	Surface Transportation Program Rural (STPR) Exchange Program (formerly B-11-06)	F-17, F-19
4031		Early Development Program (formerly B-11-08)	F-21
4043		Coordination with the Idaho Traffic Safety Commission (formerly B-38-01)	F-23
4044	5044	Safety Rest Areas and Oasis Partnerships (formerly B-05-14, A-05-14)	F-25, F-27
4069	5069	Corridor Planning for Idaho Transportation Systems (formerly B-09-04, A-05-04)	F-31, F-33
** 4076		Use of Unallocated Idaho Transportation Investment Program (ITIP) Funds	F-37
	A-01-26	FHWA Emergency Relief	F-39
	A-05-38	Disaster/Emergency Support	F-41
B-09-11	A-09-11	Idaho Scenic Byways Program	F-43, F-47
B-11-03		Transportation Enhancement Program	F-49
B-11-05	A-11-05	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	F-53, F-57
B-11-07		Safe Routes to School Program	F-65
B-19-07	A-19-07	Highway Safety Funds	F-67, F-69
	A-38-01	Coordination with the Idaho Traffic Safety Commission	F-71
	ITB05-47	Authorization for Director to modify projects in the approved Pavement and Bridge Preservation Programs	F-73
	ITB07-09	Authorization to Index Preservation to Inflation	F-75
	ITB08-17	Funding Levels	F-77
	COO-2	Chief Operations Officer Memorandum – Highway Safety Improvement Program	F-79
	FFATA	Transparency Act Implementation	F-81
	ITD-0414	Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)	F-85

* Revised

** New

Recently Removed

	B-11-01	Statewide Transportation Improvement Program	Combined into 4011
	A-11-01	Transportation Improvement Program	Combined into 4011
	A-19-06	State Railroad Grade Crossing Protection Funds	Deleted
**	DIR-32	Practical Solutions Initiative (formerly Practical Design)	Deleted
	HWY-30	Highway Safety Improvement Program	Deleted

Recently Removed

	B-11-01	Statewide Transportation Improvement Program	Combined into 4011
	A-11-01	Transportation Improvement Program	Combined into 4011
	A-19-06	State Railroad Grade Crossing Protection Funds	Deleted
**	DIR-32	Practical Solutions Initiative (formerly Practical Design)	Deleted
	HWY-30	Highway Safety Improvement Program	Deleted

IDAHO TRANSPORTATION INVESTMENT PROGRAM

Purpose

This policy directs the Department to establish, maintain, and publish a five year Idaho Transportation Investment Program following all applicable Departmental policies and federal regulations.

Legal Authority

- Idaho Code 21-142 – Authority of Board to design, construct and maintain state aeronautical facilities.
- Idaho Code 40-310(4) – Authority of Board to locate, design, construct and maintain state highways.
- Idaho Code 40-310(6) – The Board shall cause to be made and kept surveys, studies, maps, plans, specifications, and estimates for construction and maintenance of state highways.
- Idaho Code 40-312(1) – The Board shall prescribe rules and regulations affecting state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-312(3) – The Board shall make reasonable regulations for the installation, construction, maintenance, repair, renewal and relocation of utilities in or along the right-of-way of state highways.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
- Idaho Code 40-708 – Legislative policy regarding expenditure from the state highway account – only for state highway purposes.
- 23 United States Code Sections 134 and 135 – Metropolitan transportation planning.
- 23 Code of Federal Register Part 450 – Federal planning assistance and standards for statewide planning and programming.
- 49 Code of Federal Register Part 613 – Planning assistance and standards.

The Idaho Transportation Board is committed to effective and full use of all available transportation improvement funds. To meet this public commitment, a five-year Transportation Investment Program (hereafter called Program) shall be established and maintained by the Chief Operations Officer and the Chief Administrative Officer. The Program shall be a planned schedule for developing and contracting transportation improvement projects in designated fiscal years. The Program shall include both public and private funding available for use on transportation improvement projects. Department resources and funding for the selected projects in the approved Program shall remain continuously committed to the maximum extent possible.

The Program shall be established and maintained following applicable Department policies and federal regulations regarding updating and amending a Statewide Transportation Improvement Program. This includes, but is not limited to, cooperation in establishing the metropolitan Transportation Improvement Programs, public involvement, fiscal constraint, inclusion of required transportation modes, and federal approval.

Program and project recommendations and scheduling shall be based on prioritized needs, funding projections, and resource availability. The Idaho Transportation Board shall select the projects to be included in the Program based on realistic plans and estimates of funding and other resources. The Program shall be updated and submitted for Board approval at least once annually following a period of public comment.

The Director shall coordinate, publish, and distribute the Program document to stakeholders in cooperation with the Chief Administrative Officer, the Chief Operations Officer, the Aeronautics Administrator, and each Metropolitan Planning Organization. The federal format of the Program shall be distributed to the FHWA and FTA for approval. No work may begin nor costs incurred prior to applicable approvals.

The Director or his designee is authorized to add/remove or advance/delay projects to the approved Pavement, Bridge, or Strategic Initiatives Programs as warranted by the Department's management systems, provided such changes further the goals of those programs and remain within the annual funding levels targeted for each program. Otherwise, mid-year changes to the Program which involve a major scope change to an existing project require Board consent. These changes may also require an amendment as applicable in federal regulations.

Funds received as a result of Redistribution of Obligational Authority Not Used by Other States increase the obligation limit and shall be distributed between the ITD and Local Agencies based on the percentages of funding in Board policy 4028 up to the amount of the original apportionment. Projects to be considered for advancement on the local system must be ready for advertisement including all agreements and local match by August 1st and presented at the August Board Meeting for prioritization and Board approval.

The use of Department resources and funding on transportation improvement projects that are not included in the Program shall not be allowed.

Approved by the Board on:

Signed _____ Date September 18, 2014

Jerry Whitehead
Board Chairman

IDAHO TRANSPORTATION INVESTMENT PROGRAM

Purpose

This policy implements Board Policy 4011 authorizing the Chief Operations Officer and Chief Administrative Officer to establish, maintain, and publish a five year Idaho Transportation Investment Program following all applicable Departmental policies and federal regulations.

Legal Authority

- Idaho Code 21-142 – Authority of Board to design, construct and maintain state aeronautical facilities.
- Idaho Code 40-310(4) – Authority of Board to locate, design, construct and maintain state highways.
- Idaho Code 40-310(6) – The Board shall cause to be made and kept surveys, studies, maps, plans, specifications, and estimates for construction and maintenance of state highways.
- Idaho Code 40-312(1) – The Board shall prescribe rules and regulations affecting state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-312(3) – The Board shall make reasonable regulations for the installation, construction, maintenance, repair, renewal and relocation of utilities in or along the right-of-way of state highways.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
- Idaho Code 40-708 – Legislative policy regarding expenditure from the state highway account – only for state highway purposes.
- 23 United States Code Sections 134 and 135 – Metropolitan transportation planning.
- 23 Code of Federal Register Part 450 – Federal planning assistance and standards for statewide planning and programming.
- 49 Code of Federal Register Part 613 – Planning assistance and standards.

General

The Idaho Transportation Investment Program (hereafter called the Program) is a five-year commitment of resources for developing, obligating, and contracting transportation improvement projects by year. The Office of Transportation Investments (OTI) and the Division of Engineering Services Administrator shall publish policy guidance, instructions, program descriptions, and procedures for scheduling a project and updating the Program in December. This annual guidance shall be used in lieu of publishing individual policies describing each program.

Project Scheduling Documentation

For all proposed project additions or deletions to the Program, an ITD 1414, *Program Entry or Revision*, shall be submitted to OTI. An approved Evaluation Charter is also required with requests for new highway projects.

New local highway project proposals require submittal of an ITD 2435, *Local Federal-Aid Project Request*, with original signature to document local sponsorship and financial commitment. Submittal of a local area map is required to confirm location and funding eligibility.

Project Delivery
District Engineers are to submit infrastructure Plans, Specification and Estimate (PS&E) packages one year prior to the start of the Program's scheduled Federal Fiscal Year. This delivery schedule allows for projects to be advanced if prior year money is available or if there is an increase in funding as well as to maximize construction pay outs in the year it is available. Local projects, including matching funds, must be submitted by August 1 of the program's scheduled year.

The Division of Engineering Services Administrator shall create and maintain a bid schedule and shall establish statewide projects priorities based on project readiness and available funding. All district infrastructure projects delivered on time shall be awarded by April of the scheduled construction Federal Fiscal Year.

Obligating Funds to Projects
The OTI Manager in cooperation with the Division of Engineering Services Administrator and the Controller shall establish, publish, and oversee obligation processing and monitoring procedures.

All project budgets shall reflect the most recent available cost estimates and obligations and be balanced against available funding. The Division of Engineering Services Administrator or delegate shall commit all unused funding to priority projects throughout the year. The Division of Engineering Services Administrator or delegate shall give final approval to all documents and agreements obligating or otherwise committing public or private funds toward the approved budget for a project.

Prior to a project being advertised, the total current estimated cost of the project, including construction incentives, contingencies, and construction engineering shall be obligated for federal, state and/or local funds as long as the total estimated cost does not exceed the budget listed in the approved Program. The construction obligation amount shall be adjusted at contract award to match the final cost.

Project Cost Increases
The Division of Engineering Services Administrator or delegate shall approve cost changes and shall re-direct all unused project budget amounts for state highway system projects after contract award. Any unused budget amounts will be directed to construction or development cost increases, to obligate the next available current year project and to advance other projects.

Annual federal obligation authority (OA) is lost to Idaho if not used by the end of the federal fiscal year. To ensure full use of OA, all project budgets shall reflect the most recently available cost estimates and be balanced against remaining federal obligation authority during the 4th quarter of the federal fiscal year. The Division of Engineering Services Administrator or delegate shall commit all unused annual OA plus *Redistribution of OA Not Used by Other States* to priority projects by the end of the fiscal year.

Recipients (ITD and local agencies) shall independently manage finances for earmark or non-OA projects. Recipients shall be solely responsible for cost adjustment for these projects.

The Director or his designee is authorized to add/remove or advance/delay projects to the approved Pavement, Bridge, or Strategic Initiatives Programs as warranted by the Department's management systems, provided such changes further the goals of those programs and remain within the annual funding levels targeted for each program. Otherwise, mid-year changes to the Program which involve

a major scope change to an existing project require Board consent. These changes may also require an amendment as applicable in federal regulations.

The Division of Engineering Services Administrator and the Office of Transportation Investments shall present the Board an end-of-year statement for projects on the state highway systems to demonstrate full use of ITD's annual OA. End-of-year project cost adjustments and reallocations shall be financially managed independently by ITD and Local agencies. Cost adjustments are the sole responsibility of the project sponsor.

Funds received as a result of Redistribution of Obligational Authority Not Used by Other States increase the obligation limit and shall be distributed between the ITD and Local Agencies based on the percentages of funding in Board Policy B-4028 up to the amount of the original apportionment. Projects to be considered for advancement on the local system must be ready for advertisement including all agreements and local match by August 1st and presented at the August Board Meeting for prioritization and Board approval.

The use of Department resources and funding on transportation improvement projects that are not included in the Program shall not be allowed.

Brian W. Ness

Date: 1/30/2015

Brian W. Ness
Director

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

COMMUNITY CHOICES FOR IDAHO

Legal Authority

Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.

Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

Idaho Code 40-702(5) - Establishment of the state highway account to include all federal surface transportation funds received from the United States government.

23 United States Code Section 134 – Metropolitan transportation planning.

23 Code of Federal Register Part 450 – Federal planning assistance and standards for statewide planning and programming.

49 Code of Federal Register Part 613 – Planning assistance and standards.

Purpose

The purpose of the Community Choices for Idaho program is to advance ITD's strategic goals of Mobility, Safety, and Economic Opportunity while maximizing the use of federal funds.

The following outlines the benefits associated with the Community Choices Program:

- Provides an annual mechanism to solicit locally identified projects and potential funding opportunities.
- Enhances ITD's ability to leverage funding sources for sponsored projects, including the Transportation Alternatives Program funding source.

Community Choices for Idaho Advisory Committee

The Community Choices Advisory Committee (CCAC) shall review the Community Choices for Idaho Program applications and recommend projects to the Idaho Transportation Board. The CCAC shall recommend project selection criteria to the Idaho Transportation Board as a guide for setting statewide project priority. The CCAC shall submit a prioritized list of projects to the Idaho Transportation Board during the annual update of the Idaho Transportation Investment Program. Included with that submittal will be an analysis of the distribution, mix, and quality of proposed projects, and as necessary, an explanation when the prioritized list of projects varies from the funding guidance noted in the Community Choices program guide.

CCAC members shall be interested parties with appropriate expertise and who do not have a conflict of interest. CCAC members shall be appointed for two-year terms which shall be staggered so that not all of the committee members are replaced or

reappointed at any given time. Appointment and re-appointment recommendations shall be provided to the Idaho Transportation Board by the Division of Transportation Performance Administrator.

The ITD Community Choices Program Coordinator and/or Grants Administration team member shall staff the CCAC and facilitate project reviews and recommendations.

Approved by the Board on:

Signed Date June 19, 2013

Jerry Whitehead
Board Chairman

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

ALLOCATION OF FEDERAL FORMULA HIGHWAY APPORTIONMENTS TO LOCAL PUBLIC AGENCIES

Purpose

The purpose of this policy is to authorize the Director to administer the formula apportionments received by Idaho and also to annually allocate a portion for surface transportation to Local Public Agencies. The allocation is designed to retain the same proportion of funds to Local Public Agencies as received prior to the Intermodal Surface Transportation Act of 1992 and to split funds between local rural and urban jurisdictions proportionally to population and lane-miles.

Legal Authority

- Idaho Code 40-310(8) – Board authority to expend funds appropriated for construction, maintenance and improvements of state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

The Director shall administer the federal formula apportionments received by Idaho and shall annually allocate a portion of these apportionments for use by Local Public Agencies (LPAs) having jurisdiction over federal-aid highways. The amount is determined by applying the deductions and calculation methodology, identified as "Option B" (see supplement 4028S).

LPAs will receive an amount of Surface Transportation Program (STP) apportionments equal to 12.6% of the total annual federal formula apportionments after deductions for:

- State Planning and Research,
- Congestion Mitigation and Air Quality,
- Transportation Alternatives, and
- Recreational Trails.

Local High Priority Projects are then deducted from the 12.6% LPAs share and any adjustment for obligation limitation is applied before it is divided equally between urban and rural LPAs.

Distribution between Local Urban and Rural LPAs

Available apportionments, as adjusted for obligation limitation, that are allocated to LPAs shall be divided equally between urban LPAs having jurisdiction over federal-aid highways within urban areas with a population of 5,000 or greater, and rural LPAs having jurisdiction over federal-aid highways in areas less than 5,000 population.

The funds available to urban LPAs shall be those remaining after the deduction of:

- federal funding for statewide ride-sharing coordination,

- the matching costs for the Local Technical Assistance Program Transportation Technology Transfer Center, and
- any federally required distribution of funding to a Transportation Management Area (TMA).

The funds available to rural LPAs shall be those remaining after the deduction of:

- the matching costs for the Local Technical Assistance Program Transportation Technology Transfer Center, and
- apportionments for the Surface Transportation Program Rural (STPR) Exchange Program (Board policy 4030).

The remaining funds available to rural LPAs shall be used for rural project selection under the Local Federal-Aid Incentive Program.

Project Selection
The director, or a delegate, shall work cooperatively with locally elected public officials, Metropolitan Planning Organizations, and the Local Highway Technical Assistance Council to formulate local jurisdiction project identification and funding recommendation procedures under the Local Federal-Aid Incentive Program which must be consistent with federal project funding regulations and guidelines.

All projects recommended for funding as a result of such procedures are subject to final approval by the Idaho Transportation Board for inclusion in the Idaho Transportation Investment Program (ITIP). Costs for any LPA project, or any phase of the project, incurred prior to inclusion of the project in the federally approved ITIP are not eligible for federal reimbursement.

Full Use Provision
By August 1 of each year, Urban and Rural apportionments that have not been obligated to construction on an LPA project shall be made available to other LPAs or the Department for use on other federally funded projects. Such apportionments obligated to other federal programs will no longer be available to the Urban and Rural Program for use in future years. This provision prevents the loss of federal funds in Idaho.

The total annual federal costs for LPA projects shall remain within the applicable total annual available urban or rural apportionments provided under this policy. LPA projects, which have not qualified for federal funds because the projects were not obligated by August 1 of each year, may be deferred to another year in the ITIP, but must be funded within the urban or rural apportionments made available under this policy in the year to which the project is deferred.

The continuation of this policy is contingent upon the continued availability of federal funding. This policy is subject to review by the Idaho Transportation Board in the event of changes in state or federal funding or related funding requirements.

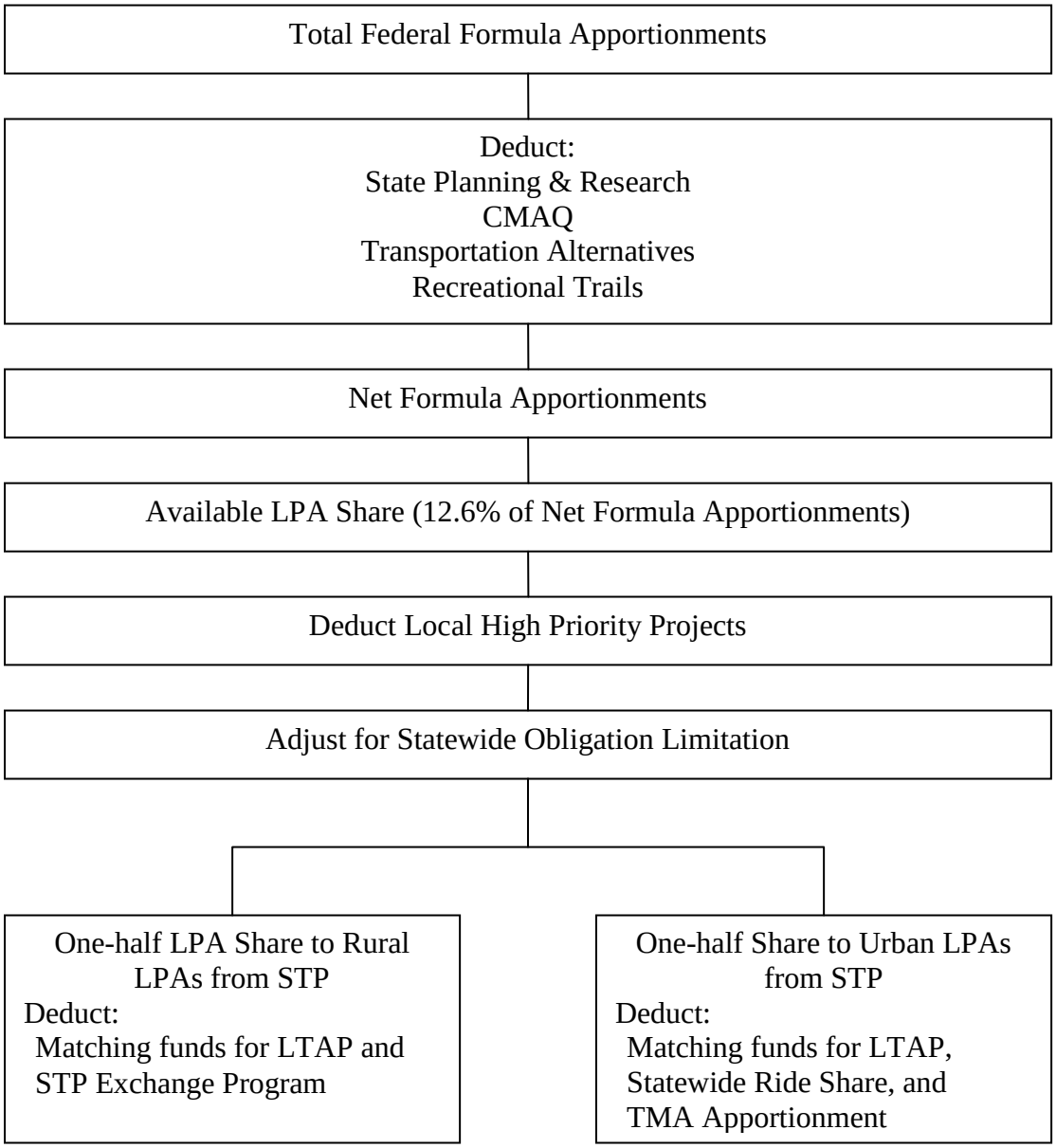
Approved by the Board on:

Signed _____ Date August 15, 2013

Jerry Whitehead
Board Chairman

LOCAL PUBLIC AGENCY SHARE OF FEDERAL HIGHWAY FUNDING

Board-Established Method for Allocation of Apportionments to Local Public Agencies (LPAs)



*** 4028 stipulates 12.6% of the total annual federal formula funding to LPAs after deductions. Local High Priority Projects are deducted from the 12.6% share before it is divided equally between urban and rural LPAs.**

LPA Programs share in reduced apportionments when there is a reduction in Obligation Authority.

ALLOCATION OF SURFACE TRANSPORTATION PROGRAM APPORTIONMENTS TO LOCAL PUBLIC AGENCIES

The passage of the Transportation Equity Act for the 21st Century in 1998 (TEA-21); the Idaho Transportation Planning Task Force Report in 1997; and the Idaho Transportation Board's adoption of B-11-04, Allocation of Surface Transportation Program Apportionments to Local Public Agencies, established the need for the department to work cooperatively with locally-elected public officials, Metropolitan Planning Organizations, and the Local Highway Technical Assistance Council (LHTAC) to develop local jurisdiction project identification and recommendation procedures for the Federal-Aid Local Urban and Rural Highway Development Programs. Effective January 1, 2000, this Administrative Policy establishes policy for the continuation of the STP Local Urban and Rural Programs under the Local Federal-Aid Incentive Program adopted by the LHTAC on June 11, 1999, via resolutions number 1999-1 and 1999-2.

Use of Federal Local Urban and Rural Funds

Federal Local Urban and Rural funds may be used for any project or costs eligible under the Surface Transportation Program in TEA-21. A State/Local agreement shall be prepared by the District Engineer for all Local Public Agency projects after the projects have been added to the Highway Development Program. Project costs of any kind are not reimbursable until the State/Local agreement is signed and the Statewide Transportation Improvement Program is approved by federal agencies.

Local Public Agency Project Programming and Development

All projects and project revisions proposed for inclusion in the Statewide Transportation Improvement Program (STIP) shall be submitted in conformance with the procedures in this policy, Board Policy B-11-04, and the public involvement, planning, and project selection requirements under TEA-21. The Idaho Transportation Board shall approve all project additions, deletions, or changes in scheduled fiscal year under the STIP. Annual costs for requested projects, or project revisions, shall not exceed the total annual available apportionments to the Urban or Rural Programs.

Projects recommended to the Idaho Transportation Board for use of the STP Urban apportionments under B-11-04 shall be recommended with the concurrence of the LHTAC and the Metropolitan Planning Organizations. Identification of, and requests for, new urban projects or urban project revisions shall be submitted through the MPO or the LHTAC as appropriate in coordination with the applicable ITD District to the Highway Programming Manager.

Projects recommended to the Idaho Transportation Board for the use of the STP Rural apportionments under B-11-04 shall be recommended by the LHTAC. Identification of, and requests for, new rural projects or rural project revisions shall be submitted through the LHTAC in coordination with the applicable ITD District to the Highway Programming Manager

Local Public Agencies in rural areas that choose to participate in the "Surface Transportation Program Rural (STPR) Exchange Program" (Board Policy B-11-06), may not participate in the Local Federal-Aid Incentive Program portion of the STP Rural Program.

New projects should be placed in the Preliminary Development schedule of the Highway Development Program if project costs and scope cannot be adequately identified to determine the fiscal year of construction. The Highway Programming Manager will review the requests for projects to determine eligibility and incorporate the requested projects into the annual update of the Highway Development Program in conformance with Administrative Policy A-11-02, Highway Development Program.

In the event that the engineer's estimate for an approved Local Public Agency project exceeds the annual Federal STP Urban or Rural Program allocations, the sponsoring Local Public Agency must work with the LHTAC or the MPO to:

- Make up the difference with local funds;
- Defer the project to a later year when there are sufficient available apportionments in the appropriate Urban or Rural Program to cover the federal share of the project costs;
- Reduce the scope of the project by eliminating bid items, or phasing the project; or
- Identify other unused Urban or Rural apportionments.

signed Date 12/17/99

DWIGHT M. BOWER
Director

This policy based on:

- Section 40-103, 105, 310 (8), 312 (2) and 317, Idaho Code
- Transportation Equity Act for the 21st Century of 1998 (TEA-21)
- "Option D" (see attachment), as adopted by the Idaho Transportation Board on June 30, 1998
- Distribution of Formula Apportioned Funds for Local Road Jurisdictions, May 1992
- B-11-04, ALLOCATION OF SURFACE TRANSPORTATION PROGRAM APPORTIONMENTS TO LOCAL PUBLIC AGENCIES
- Decision by the Director

Department-wide supervision and coordination assigned to:
Chief Engineer

Direction for activity and results assigned to:
Highway Programming Manager and District Engineers

Former date of A-11-04:
-0- (converted Director's Memorandum No. 28, Interim Guidance for Federal Local Urban and Rural Programs)

Cross-reference to related Administrative policies:

- A-11-01, TRANSPORTATION PROGRAM DEVELOPMENT
- A-11-02, HIGHWAY DEVELOPMENT PROGRAM
- A-11-06, SURFACE TRANSPORTATION PROGRAM RURAL (STPR) EXCHANGE PROGRAM
- A-19-01, FINANCING CONSTRUCTION OF STATE HIGHWAYS IN CITIES

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

SURFACE TRANSPORTATION PROGRAM RURAL (STPR) EXCHANGE PROGRAM

Purpose

The purpose of this policy is to authorize the Director to exchange Local Federal-Aid Surface Transportation Program Rural apportionments for State Highway Account monies and to establish a Local Rural Highway Investment Program for programming these funds.

Legal Authority

- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-317 – Authority to enter into cooperative agreements with the federal government and local governments.

The Director is authorized to exchange Local Federal-Aid Surface Transportation Program Rural (STPR) apportionments for State Highway Account dollars. This exchange will provide the opportunity for small cities, counties and highways districts to improve their level of investment in their public highway and street infrastructure under the Local Rural Highway Investment Program (HIP) as established below.

All Federal-Aid STPR apportionments exchanged by the Idaho Transportation Department for State Highway Account dollars shall be used on State Highway construction projects. All State Highway Account dollars exchanged for STPR apportionments shall be provided to the Local Highway Technical Assistance Council (LHTAC) for use under the Local Rural Highway Investment Program. The maximum STPR apportionments exchanged will be $4,540,295 after reductions for any Federal obligation authority limits applied to STPR apportionments. The rate of exchange shall be .6167 State Highway Account dollars for each STPR apportionment dollar. Not more than $2,800,000 is annually available for exchange from the State Highway Account. Annually, an exchange agreement shall be executed with the LHTAC wherein LHTAC may request the amount of STPR apportionments to be exchanged subject to the above maximum limit.

There is hereby established a Local Rural Highway Investment Program governing the use of State Highway Account dollars exchanged under this policy. The Director is authorized to establish such administrative policies as necessary to enable the administration of the Program by LHTAC. The following minimum criteria are to be applied in the use of the pool of State Highway Account dollars provided under the Local Rural Highway Investment Program:

- Projects funded must be on a rural public highway outside urban areas with populations of 5000 or greater.
- The local highway jurisdiction must be assessing property taxes, or using a substitute property tax (forest funds, sales tax, payment in lieu of taxes, etc.), for funding roads and bridges.

- The local highway jurisdiction should be showing a 70%-30% split on their user (highway distribution account)/non-user (property tax, or substitute property tax) funding of their road budget as shown in the cost responsibility requirements in Chapter 6 in the Idaho Highway Needs Assessment Study Update 1995.
- Any funds received by any one (1) jurisdiction in an amount greater than $50,000 shall be used for contracting out to private enterprise for the work or project to be accomplished.

The continuation of this policy is contingent upon the continued availability of federal funding. This policy is subject to review by the Idaho Transportation Board in the event of changes in state or federal funding or related funding requirements.

Approved by the Board on:

Signed

Date September 19, 2013

Jerry Whitehead
Board Chairman

SURFACE TRANSPORTATION PROGRAM RURAL (STPR) EXCHANGE PROGRAM

Purpose:
This policy implements Board policy 4030. It authorizes the Chief Engineer to enter into agreement with the Local Highway Technical Assistance Council to exchange funds and provides criteria for eligible participants in the Local Rural Highway Investment Program, for eligible projects, and for administering these funds.

Local Rural Highway Investment Program
The Idaho Transportation Board in conjunction with the Idaho Transportation Department (ITD) and the Local Highway Technical Assistance Council has developed the Local Rural Highway Investment Program to assist the small cities, counties, and highway districts to improve their investment in their public highway and street infrastructure. The program is funded with a pool of up to $2.8 million of ITD State Highway Account funds. At the request of the Idaho Transportation Board, the LHTAC has agreed to administer this program and account for the expenditures of the funds based on criteria established by the Idaho Transportation Board and the LHTAC. The LHTAC's administration expenses for this program will come from the Highway Investment Program pool of funds on an annual basis.

The Chief Engineer shall enter into an agreement with the LHTAC authorizing the LHTAC to administer the Local Rural Highway Investment Program. The agreement shall insure that the administration of Local Rural Highway Investment Program adheres to the requirements of Board policy 4030 and this policy. The agreement shall commit the LHTAC to adherence to accepted general governmental accounting principles in the receipt, budgeting, and expenditure of State Highway Account funds provided by the Department for the Local Rural Highway Investment Program.

Local Rural Highway Investment Program funds may be used for:

1. Single highway projects,
2. A portion of a highway project's expenses,
3. Match for a Federal-aid highway project, or
4. Transportation Planning.

Organizations eligible to receive funds under the Local Rural Highway Investment Program:

1. Must be a local highway jurisdiction (LHJ) with jurisdiction over roadways outside urban areas with 5000 population or greater,
2. Must be assessing property tax for roads and bridges, or using a substitute property tax (forest funds, sales tax, payment in lieu of taxes, etc.) for roads and bridges, and
3. Should be showing a 70%–30% split on their user (highway distribution account)/non user (property tax, or substitute property tax) funding of their road budget as shown in the cost responsibility requirements in Chapter 6 on the Idaho Highway Needs Assessment Study Update 1995.

Project Criteria:
The following criteria must be met in order for a project to be eligible for Local Rural Highway Investment Program funds:

1. The project must be on a rural public highway (outside urban area with 5000 population or greater).
2. Any funds received by any one (1) jurisdiction in an amount greater than $50,000 shall be used for contracting out to private enterprise for the work or project to be accomplished.
3. There is a maximum limit of $ 100,000 on the amount of funds available to any one (1) jurisdiction in any given year. A jurisdiction could make application for up to three (3) years of expenditures in one (1) given application for a maximum of $ 300,000 over a three (3) year period. These would be rare occasions, but could be necessary for more complicated projects. It is not the intent of this program to cover the complete cost of a project, but merely enhance the funding available to improve the investment in the highway project.
4. Recipients of these funds will be required to notify LHTAC if the funds are utilized for project expenditures different than that shown on the approved application.

Administration:
Annually, LHTAC will take applications from the local highway jurisdictions eligible for this program. The applications with instructions will be sent out annually in September. Applications are to be returned in December, so that State funds can be made available in approximately February of the following calendar year depending on the availability of Federal and State appropriations.

This Program encourages the use of these funds to make capital expenditures, such as materials and contracts on various projects. The funds could also be used for the non-Federal matching funds on a Federal-aid highway or planning project in a rural area. STP-Rural, STP-Enhancement, STP-Safety, Bridge, and Congestion Mitigation and Air Quality are among the Federal programs that could be matched.

The LHTAC shall maintain a program of the projects on which the Local Rural Highway Investment Program funds are used. The LHTAC shall report the status of projects, the balance of Program funds, and the annual costs of administration using Program funds to the Idaho Transportation Board on an annual basis.

Signed _____ Date October 09, 2013

Brian W. Ness
Director

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

EARLY DEVELOPMENT PROGRAM

Purpose
Idaho Transportation Board policy 4011, Idaho Transportation Investment Program, as modified by Board Resolution No. ITB06-13, limits project costs to projects that are funded for contract construction within the five years of the program. The Idaho Transportation Board (Board) recognizes that for some construction projects, exceptions to this policy may periodically be necessary in order to take advantage of unanticipated funding or for projects that have a development cycle which may take many years. These exceptions shall be included in the Early Development Program (ED).

Legal Authority
- Idaho Code 40-310(8) – Authority of Board to expend funds appropriated for state highway purposes.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-314(3) – Authority to carry out provisions of title and control financial affairs.
- Idaho Code 40-707 - Appropriation of money in the state highway account.

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

1) Development costs included in the ED program shall not exceed $300,000 per District per year.

2) Projects funded under the ED program shall be clearly depicted as unfunded for construction in the Capital Investment Program, in project agreements, and other public documents.

3) ED projects shall be in each District and should be the Department's highest investment priorities for the use of funding.

4) Total estimated unfunded construction costs of all projects included in the ED program shall be limited to $120,000,000 at any point in time, with each District limited to no more than $20 million in estimated construction costs.

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

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

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

7) Eligible costs for the program shall be limited to preliminary design, environmental, and other early design related costs. Costs for final design or limited right of way costs may be requested and proceed only upon Board approval. Such requests shall include updated funding, scope, and scheduling information and whether the funding of the development and construction of the project will:
    a. be consistent with the five year performance investment priorities of the Highway Development Program;
    b. jeopardize or create a burden on resources for existing projects in the Highway Development Program; and/or
    c. risk loss or waste of investments to date on the project due to unrealistic future funding expectations.

Projects selected for the Early Development Program should be prepared for entry into the fifth year of the Highway Development Program. Their scope and delivery schedules should reflect the construction funding priorities anticipated in the fifth year. Projects in a possibly advanced state of development in the Early Development Program, but which are not consistent with the five year performance investment priorities of the Highway Development Program, shall not be funded for construction ahead of other funded construction projects in the Highway Development Program.

Approved by the Board on

Signed _____ Date September 19, 2013

Jerry Whitehead
Board Chairman

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

COORDINATION WITH THE IDAHO TRAFFIC SAFETY COMMISSION

Purpose
This policy establishes the Idaho Traffic Safety Commission to review traffic safety issues.

Legal Authority
Idaho Code 40-508 - Creation and membership in the Traffic Safety Commission

Idaho Code 40-509 - Duties of Traffic Safety Commission

23 USC Chapter 4 Highway Safety Act of 1996, as amended

Idaho Code, 40-508, establishes an Idaho Traffic Safety Commission within the Idaho Transportation Department. The statute also assigns to the Director general supervision and control of all activities/functions, and administration/enforcement of any laws of the state relating to highway safety programs required by the federal Highway Safety Act of 1966 and its amendments. The Director or a delegate shall report annually to the Board about the Idaho Traffic Safety Commission's local-state cooperative activities; current and future efforts to reduce traffic deaths and serious injuries; and other pertinent information or activities.

Travel expenses shall be budgeted in the Office of Highway Safety. Out-of-state travel shall be pre-approved by the Board and individual requests for out-of-state travel shall be submitted to and approved by the Director.

Approved by the Board on:

Signed — October 24, 2013

Jerry Whitehead
Board Chairman

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

SAFETY REST AREAS AND OASIS PARTNERSHIPS

Purpose

The Board directs the Department to provide safety rest areas for the traveling public.

Legal Authority

Idaho Code 40-120(1) - Definition of "safety rest area".

Idaho Code 40-313(3) - Board authorized to acquire and maintain areas adjacent to highways for rest and recreation of the traveling public.

Idaho Code 40-507 - Department authorized to construct and maintain information centers at safety rest areas.

23 Code of Federal Regulations Section 752.5 Landscape and Roadside Development, Safety rest areas

The Idaho Transportation Board adopts the Statewide Transportation Improvement Program that includes rest area improvements. Funding for the Safety Rest Areas and Oasis Partnerships Program is designated as a separate program entity funded at the discretion of the Board.

The Idaho Transportation Department shall provide safe, secure, sanitary, and reliable safety rest area facilities spaced at appropriate intervals at strategic locations on the state highway system. To accommodate the traveling public, safety rest area facilities shall be located directly on the state highway system's roadway right-of-way and ensure public access to appropriately sized, restroom-equipped facilities. Each safety rest area facility shall provide a viable service and convenience to the traveling public and make a favorable impression about the state of Idaho and the Department. Safety rest area facilities shall be refurbished or reconstructed to extend service life and improve safety as determined by the Safety Rest Areas and Oasis Partnerships Program, and normal facility life cycles as approved by the Board. Safety rest area projects shall be determined in accordance with ongoing statewide needs.

Joint funding and participation partnerships may be negotiated with other public entities on safety rest areas. Visitor Information Centers are the result of safety rest area partnerships and should be incorporated into Gateway Safety Rest Areas.

Interstate Oasis Program and other public and private partnerships may provide opportunities to improve and expand the services provided by safety rest areas. Interstate Oasis and other public and private partnerships should comply with the locations identified by the Safety Rest Areas and Oasis Partnerships Program or Corridor Management Plans. Locations for partnerships on both Interstate and non-Interstate routes should be encouraged.

Private agreements may be negotiated and entered into for operation and maintenance of safety rest areas and Interstate Oasis Program and private partnerships.

Each facility in the Safety Rest Areas and partnership program shall be reviewed annually to ensure that the desired purposes are being met and the negotiated services are being provided.

A map showing the location of existing and proposed safety rest areas and partnerships shall be reviewed annually. Each year, an updated map, along with a brief Safety Rest Areas and Oasis Partnerships Program status report, shall be presented to the Board for review and approval. Authority to close existing safety rest areas or construct new ones is retained by the Board.

Approved by the Board on:

Signed

Date: November 20, 2013

Jerry Whitehead
Board Chairman

SAFETY REST AREAS AND OASIS PARTNERSHIPS

Purpose

The purpose of this policy is to implement Board Policy 4044 concerning the Department providing safety rest areas for the traveling public.

Legal Authority

Idaho Code 40-120(1) - Definition of "safety rest area".

Idaho Code 40-313(3) - Board authorized to acquire and maintain areas adjacent to highways for rest and recreation of the traveling public.

Idaho Code 40-507 - Department authorized to construct and maintain information centers at safety rest areas.

23 Code of Federal Regulations Section 752.5 Landscape and Roadside Development, Safety rest areas

The Division of Highways shall implement a viable Safety Rest Area program. To ensure that safety rest area goals and objectives are met, the following shall be considered.

- Safety Rest Areas shall be located directly on the roadway right-of-way of the State Highway System and provide convenient and safe rest and relief from the fatigue of travel. Each facility shall be constructed and maintained to provide viable service and reliable information to the traveling public, as well as to make a favorable impression about the state of Idaho and the Department. The Safety Rest Area shall provide safe ingress and egress for all classes of vehicles. Safety Rest Area signing shall reflect the intended use or services available.
- Ports-of-Entries shall be located separately from Safety Rest Areas.
- Separate parking areas shall be provided for passenger vehicles and for trucks.
- All vending operations within Safety Rest Areas, except pay or charge public telephones, are the exclusive right of the Idaho Commission for the Blind and Visually Impaired (ICBVI) through properly executed cooperative agreements. All Safety Rest Areas shall provide a safe location and designated area for vending machines. The Division of Engineering Services Administrator is responsible for developing and updating the agreement with the ICBVI, including vending machine quantities, types and locations. All maintenance and operations of the vending machines shall be the responsibility the ICBVI.
- Visitor Information Centers located with Gateway Safety Rest Areas should provide traveler information and services. Posting of printed and electronic traveler information shall only be allowed within the Visitor Information Center. The Idaho Department of Commerce (IDC) will manage advertising publications, as well as staffing the Visitor Information Center within the Gateway Safety Rest Areas through properly executed cooperative agreements.

The Division of Engineering Services Administrator is responsible for developing and updating the Visitor Information Center agreements with the IDC and the Idaho Department of Parks and Recreation (IDPR).

- ITD shall manage advertising in all other rest areas as approved by the District Engineer in coordination with the Division of Engineering Services Administrator. Acceptable commercial advertising shall be limited to the promotion of services and products of special interest to the traveling public (i.e., lodging, travel attractions, restaurants, vehicle services, and emergency road services), or of services and products that promote Idaho's "unique and of interest" attractions. Promotion of services or products not falling within the above-mentioned categories requires prior approval by the Division of Engineering Services Administrator.
- Nonprofit organizations must be authorized to provide free refreshment services to motorists in Safety Rest Areas with a formal agreement. Other volunteer organizations that assist the Department in Safety Rest Area beautification or cleanup shall also require authorization by a formal Department agreement.
- The location and level of service provided at the safety rest area shall be determined by analysis of trip length, travel time, traveler and traffic volume (ADT) and availability of other 24-hour public or private roadside facilities, in accordance with the Safety Rest Area Planning map. Proposed Safety Rest Areas shall consider the need, availability of land, type of facility, adjacent development, and construction costs; and should be designed to meet or exceed projected usage for a 40-year cycle with rehabilitation at 20 years.

Three levels of safety rest area facilities can be considered.

BASIC PLUS - Appropriate for low to medium volume state highways. Basic Plus Safety Rest Areas provide basic amenities such as potable water, flush toilets, picnic tables, etc.

DELUXE - Appropriate for medium to high volume state or interstate highways. Deluxe Safety Rest Areas provide full service facilities and are operated by the Department. The preferred design includes vestibules where climactic conditions warrant; and at least one family assist restroom to accommodate people with small children and those assisting others with disabilities.

GATEWAY - Located near important regions of the state or tourist entrances into the state. Gateway Safety Rest Areas include all the amenities of a Deluxe Safety Rest Area and provide adequate space for a staffed Visitor Information Center.

A resident caretaker who is responsible for daily maintenance activities and protection of the Department's investment at Deluxe and Gateway Safety Rest Areas is strongly encouraged. Operation of Gateway Visitor Information Centers shall be made available to an appropriate tourist-related governmental agency. Visitor Information Centers should provide traveler information and services. Pertinent advertising of visitor information related to services,

facilities and local attractions is allowed ONLY within the Visitor Information Center. The IDC will manage advertising publications, as well as staffing the Gateway Safety Rest Areas; ITD will manage advertising in all other rest areas as approved by the District Engineer in coordination with the Division of Engineering Services.

Joint funding and participation with other governmental agencies, private entities, and public entities for Safety Rest Areas is encouraged. Public and private partnerships may provide opportunities to improve and expand the Safety Rest Area Program. Public and private partnerships should be limited to comply with locations identified by the Oasis Program, Corridor Management Plans, or Safety Rest Area Improvement Program. Partnership agreements may be negotiated and entered into for operation and maintenance of safety rest areas including those that are scheduled for closure.

Each facility shall be reviewed annually by the Highway Operations Section along with District staff to ensure that the desired Department safety rest area goals are being provided. Safety Rest Areas not meeting the desired Department safety rest area goals shall be evaluated for reconstruction, rehabilitation, closure, or transfer to another agency or organization.

Project Development, construction, reconstruction and rehabilitation work shall be scheduled, designed, and constructed through normal roadway design project development procedures and shall be managed by the District. Whenever possible, work should be scheduled during tourist off-season periods. Safety Rest Areas shall be closed while major work is accomplished and shall be properly signed in advance and at the entrance.

The Department shall maintain only Safety Rest Areas that are operated by the Department on Department right-of-way. Immediate corrective maintenance actions shall be planned and scheduled by the respective Districts.

The Division of Highways shall maintain a map showing the location of existing and proposed Safety Rest Areas. Each year, an updated map along with a brief Safety Rest Area status report shall be presented to the Board for review and approval.

Signed Date: January 14, 2014

Brian W. Ness
Director

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

CORRIDOR PLANNING FOR IDAHO TRANSPORTATION SYSTEMS

Purpose

This policy authorizes the Director to conduct a corridor planning process.

Legal Authority

- Idaho Code 40-310 - The Board powers and duties over the state highway system.
- Idaho Code 40-311 - The Board powers and duties with respect to property acquisition and conveyance.
- Idaho Code 40-317 - The Board has authority to enter into cooperative agreements with the federal government and with local government.
- Idaho Code 40-320 - State highway construction and right-of-way costs to be borne by the state.
- Idaho Code 67-6508 - Duties of local planning and zoning commissions (land use).
- Idaho Code 67-6517 - Planning and zoning future acquisitions map.

The Idaho Transportation Board establishes transportation policy and guides the planning, development, and management of Idaho transportation systems with the goal of enhancing statewide economic interests; allowing efficient movement of people, goods, and services; and enabling statewide mobility. The Board recognizes that development of multimodal long-range plans (20+ years) for managing and improving various transportation facilities and services should be based on:

- Protecting transportation investments;
- Promoting a shared state and local vision;
- Identifying transportation issues and problems;
- Resolving major planning issues prior to project development; and
- Applying the most economic and efficient solutions.

The Board also recognizes that one of the most useful tools for long-range planning is the corridor planning process. A corridor is defined as: "A broad geographic area, defined by logical, existing and forecasted travel patterns served by various modal transportation systems that provide important connections within and between regions of the state for people, goods, and services."

Through the corridor planning process, the Department is encouraged to:

- Develop collaborative partnerships;

- Invite local land use, highway jurisdictions, Metropolitan Planning Organizations (MPOs), and other stakeholders in identifying transportation and environmental issues;
- Allow stakeholders to suggest specific corridor solutions and identify major planning issues before project development begins;
- Notify property owners of possible future land use for transportation purposes;
- Reduce project costs in the long term; and
- Increase overall transportation efficiency.

Corridor plans, in addition to multimodal plans, provide a basis for updating the Idaho Transportation Investment Program, and longer-term planning documents such as the state long-range transportation plan and district transportation plans, as well as regional long-range transportation plans and transportation improvement programs. Corridor plans can also be used for Idaho Code Section 67-6517, which establishes how local governments can adopt, amend, or repeal a Future Acquisitions Map. Each corridor plan may be considered for joint state/local, state/federal, state/private, and other financing options on a case-by-case basis.

Each completed corridor plan may be presented to the Board for informational purposes, however, corridor plans that recommend major expansion projects shall be approved by the Board.

The Director or a delegate shall maintain and update as necessary Department policies and guidance for conducting the corridor planning process in Idaho.

Approved by the Board on:

Signed Date June 19, 2014

Jerry Whitehead
Board Chairman

CORRIDOR PLANNING FOR IDAHO TRANSPORTATION SYSTEMS

Purpose

The purpose of this policy is to implement Board Policy 4069 authorizing the Director to conduct a corridor planning process.

Legal Authority

- Idaho Code 40-310 - The Board powers and duties over the state highway system.
- Idaho Code 40-311 - The Board powers and duties with respect to property acquisition and conveyance.
- Idaho Code 40-317 - The Board has authority to enter into cooperative agreements with the federal government and with local government.
- Idaho Code 40-320 - State highway construction and right-of-way costs to be borne by the state.
- Idaho Code 67-6508 - Duties of local planning and zoning commissions (land use).
- Idaho Code 67-6517 - Planning and zoning future acquisitions map.

Through corridor planning, Department staff and/or their contractors are encouraged to:

- Enlist cooperation with all governmental agencies having road jurisdiction and/or land use authority to promote a community-based planning effort, including Metropolitan Planning Organizations (MPOs),where appropriate.
- Promote partnerships among governmental jurisdictions and other stakeholders for the purpose of implementing acceptable and effective solutions to transportation problems, such as Context Sensitive Solutions, Access Management Plans, Development Agreements, and Practical Design.
- Identify and address applicable environmental issues at the planning level, and utilize the information for further detailed study in the NEPA process as appropriate.
- Identify future right-of-way needs over a 20-year planning horizon and target right-of-way acquisition for corridor preservation.
- Promote alternate means, such as access management, utilization of parallel roads, transit options, etc., to preserve and increase the capacity of existing transportation corridors, protect future corridors, and minimize the need for future capital investment.
- Develop consensus among stakeholders regarding transportation goals and recommendations for the corridor.
- Facilitate cooperation on federal, state, and local land-use decisions.
- Promote involvement of all local governmental and regional agencies, the private sector, stakeholders, and the general public during the corridor planning process in accordance with the Corridor Planning Guidebook and the ITD Guide to Public Involvement.

- Provide a forum to resolve planning issues.
- Ensure that corridor plan recommendations provide clear guidance for project prioritization and selection for placement in the Idaho Transportation Investment Program. Where a corridor plan exists, all expansion projects shall be included in the corridor plan to be eligible for placement in the Idaho Transportation Investment Program.
- Encourage local governmental and regional agencies to incorporate corridor plans into their comprehensive or long-range plans and future acquisitions maps.

The Division of Engineering Services shall:

- Provide overall coordination of the corridor planning process for state system transportation corridors;
- Maintain and update the Corridor Planning Guidebook;
- Provide data for corridor plans; and
- Annually review the transportation systems of Idaho and work collaboratively with the Division of Highways to achieve statewide consensus in the prioritization and selection of corridor plans to be undertaken.

The Division of Highways through each District shall work closely with local elected officials, local governmental agencies, the public, and others to identify the geographic study area and expected outputs.

The Districts are also encouraged to:

- Develop corridor plans utilizing the Corridor Planning Guidebook;
- Determine the portion of work to be done by consultants and/or department staff;
- Administer consultant contracts;
- Direct public involvement activities in concert with the Department's Public Involvement Coordinator;
- Assist local governmental and regional agencies in local corridor planning, with priority given to routes contained in, or parallel to, state system corridor plans currently under development;
- Participate with the Division of Engineering Services in collaborative prioritization and selection of corridor plans to be undertaken; and
- Utilize the results and recommendations of completed corridor plans to help develop regional or district-wide transportation plans.

The possibility of joint state/local/federal/private and other financing options shall be considered on a case-by-case basis. Joint financing could be based on the following criteria:

1) The number of local highway jurisdictions, state/federal agencies, private organizations, etc., contained in the corridor.

2) The number and miles of connecting and/or parallel roads and streets that other jurisdictions request to be analyzed.
3) The volume of traffic on the State Highway System compared to the local roads.
4) The population of local jurisdictions and the number of other participants included in the plan.
5) The entity initiating the plan (consideration as to whether a local governmental or regional agency, private sector party, Idaho Transportation Department, etc., initiates a study).

Proposed new corridor plans shall be considered and approved or disapproved during the annual update of the Idaho Transportation Investment Program.

Signed Date August 11, 2014

Brian W. Ness
Director

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

USE OF UNALLOCATED IDAHO TRANSPORTATION INVESTMENT PROGRAM (ITIP) FUNDS

Purpose

This policy explains that an amount of state funds, not to exceed five million dollars shall be included annually within the Idaho Transportation Investment Program (ITIP) to be used at the discretion of the Board for addressing specific needs on the state highway system that cannot be anticipated and planned for in a 5-year funding cycle.

Legal Authority

- Idaho Code 40-310(4) – The Board shall locate, design, construct, reconstruct, alter, extend, repair and maintain state highway, and plan, design and develop state transportation systems, determined by the Board to be in the public interest.
- Idaho Code 40-314(3) - The Board is authorized to exercise all powers and duties deemed necessary to fully implement and carry out the provisions of Title 40 of the Idaho Code, and to control the financial affairs of the Board and the Department.
- Idaho Code 40-708(1) – revenues in the state highway account must be spent exclusively for the maintenance, construction and development of highways and bridges in the state highway system.

Project Criteria

The request to use unallocated ITIP funds throughout the year shall be made by the Director or Chief Operating Officer at a Board meeting via a Board Agenda Item. Acceptable projects include partnerships for highway improvements that will enhance Idaho's economic goals and mobility, urgent safety concerns, federal matching funds for highway infrastructure grants awarded to ITD during the fiscal year and emergency repairs to damaged highways and structures. In order to be eligible, the event or opportunity must occur during the same state fiscal year as the funding request.

Funding Cycle

The balance of funds that have not been committed by May 1st of each year shall be used to advance current ITIP projects in accordance with policy 4011.

Approved by the Board on:

Date: 11/18/15

Jerry Whitehead
Board Chairman

FHWA EMERGENCY RELIEF

In the event the Federal Aid System (State and/or Local Highway Systems) sustains damage that allows the Idaho Transportation Department to apply for FHWA Emergency Relief (ER) Programs, the following responsibilities and procedures shall be in effect.

Following a disaster, the Maintenance Engineer shall:

- Act as the department Emergency Management Coordinator;
- Act as the liaison with the FHWA Division office for emergency repairs;
- Collect the Detailed Damage Inspection Reports from the affected District(s);
- Establish the initial emergency repair and debris clearance project limits;
- Obtain emergency work authorizations; and
- Coordinate emergency relief efforts between the Districts.

Following a disaster, the Roadway Design Engineer shall:

- Act as liaison with the FHWA Division office for permanent repairs;
- Obtain permanent repair work authorizations, and
- Process the obligated authority requests and project programming that are submitted to FHWA under the Chief Engineer's signature.

signed Date: 6/29/00
DWIGHT M. BOWER
Director

This policy based on:

- Title 23, United States Code, Sections 125 and 120
- 23 CFR Part 668A
- FHWA Emergency Relief manual
- Idaho Executive Order 96-01
- Decision by the Director

Department-wide supervision and coordination assigned to:

- Chief Engineer

Direction for activity and results delegated to:

- Maintenance Engineer, Roadway Design Engineer, District Engineers

Department procedures contained in:

- This policy

Former dates of A-01-26:

-0- (formerly Division of Highways Memorandum No. 4, FHWA EMERGENCY RELIEF PROCEDURES, dated 2/27/97)

Cross-reference to related Administrative Policies:

- A-05-34, CLOSURES OR RESTRICTED USE OF STATE HIGHWAYS
- A-05-38, DISASTER/EMERGENCY SUPPORT
- A-11-02, HIGHWAY DEVELOPMENT PROGRAM
- A-20-01, RELEASE OF DEPARTMENT INFORMATION TO THE MEDIA

DISASTER/EMERGENCY SUPPORT

Executive Order No. 2000-04 from the Office of the Governor and the Idaho Emergency Plan, Parts I, II, and III, mandate that the Idaho Transportation Department (ITD) shall support the disaster/emergency services of state and/or local agencies. The Maintenance Engineer shall be responsible for overall coordination of ITD planning, training, exercises, response, damage estimation/mitigation, and claims. Appropriate training of coordinators and key state members is encouraged.

When emergencies or other unusual circumstances overwhelm the capabilities of state or local agencies and ITD is requested to respond with disaster/emergency support, the department shall notify the Bureau of Disaster Services (BDS). Response to emergency plans and procedures outside of ITD facilities can only be activated by Executive Order of the Governor. Upon issuance of an Executive Order by the Governor that involves disaster/emergency support:

- The District Engineers shall provide the response staff and assistance as requested by a BDS "Mission Request" prior to, during, and after a natural/man-made disaster, or enemy attack. Disaster/emergency support includes life-saving assistance, traffic control, or operational work that directly affects the State Highway System.
- The Division of Motor Vehicles Administrator shall authorize the issusance of disaster relief waivers, as needed, in accordance with Board Policy B-32-03, Suspension of Motor Vehicle Procedures during Disaster Relief Operations.
- The Division of Aeronautics Administrator shall provide, as needed, liaison with the Federal Aviation Administration regarding airspace restrictions or control; aerial transportation of materiel or personnel in state-owned aircraft; aerial communications relay services; or activation and coordination of search and rescue services.

signed Date: Feb, 16, 2001

DWIGHT M. BOWER
Director

This policy based on:

- Idaho Code, 40-708
- Executive Order No. 2000-04, Assignments of All-Hazard Mitigation, Preparedness, Response, and Recovery Functions to State Agencies in Support of Local and State Government Prior to and during Emergencies and Disasters
- Decision by the Director

Department-wide supervision and coordination assigned to:

- Maintenance Engineer

Direction for activity and results delegated to:

- District Engineers, Divisions of Motor Vehicles and Aeronautics Administrators

Department procedures contained in:

- Idaho Emergency Plan, Parts I, II, and III
- Maintenance Manual, sections 5-10, 5-52, and 5-322
- Board Policy B-32-03, SUSPENSION OF MOTOR VEHICLE PROCEDURES DURING DISASTER RELIEF OPERATIONS

Former dates on A-05-38:

8/27/92 (formerly Division Directive DH-05-38, dated 5/19/89), 1/12/00, and 8/28/00

Cross-reference to related Administrative Policies:

- A-05-34, CLOSURES OR RESTRICTED USE OF STATE HIGHWAYS
- A-20-01, RELEASE OF DEPARTMENT INFORMATION TO MEDIA

Idaho Scenic Byways Program

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

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

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

Scenic, natural, or recreational characteristics include:

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

Historic, cultural, or archeological elements include:

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

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

When a candidate route is being considered, the Board shall direct an evaluation be done by department personnel. The Board shall review the evaluation, the Scenic Byways Advisory Committee's recommendations, and other presented information to determine if the proposed route should be designated a State Scenic Byway, Historic Byway, or Back Country Byway.

Each byway shall be separately identified with a route name on a pictorial sign. The markers shall be for directional and guidance purposes in accordance with the standards in the Manual on Uniform Traffic Control Devices. The "official" Idaho highway map shall also note the Scenic Byways.

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

Approved by the Board on:

signed Date: November 14, 2007

Darrell V Manning
Board Chairman

This policy based on:

- 23 USC Section 162, Creation of the National Scenic Byways Program
- 23 USC, Part 148, Development of a national scenic and recreational highway
- 23 CFR, Part 661, Great River Road
- Section 1047 (f) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- Section 1219 of Transportation Equity Act for the 21st Century (TEA-21)
- Section 1802 of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU)
- Sections 40-310 (2), (4) and (5) and -317, and 50-1306, Idaho Code
- Governor designates the Idaho Transportation Department as lead agency in administering ISTEA
- Decision by the Idaho Transportation Board, October 25, 1991

Implemented by Administrative Policy:

- A-09-11, IDAHO SCENIC BYWAYS PROGRAM

Former dates of B-09-11:

11/18/93 (combined with Director's Memorandum #14, IDAHO'S SCENIC BYWAYS PROGRAM), and 06/21/96

Cross-referenced to related Board policies:

- B-06-07, OFFICIAL HIGHWAY MAPS
- B-09-02, URBAN LIMITS AND FUNCTIONALLY CLASSIFIED HIGHWAY SYSTEMS
- B-09-06, STATE HIGHWAY SYSTEM ADDITIONS AND REMOVALS
- B-14-07, LANDSCAPING
- B-14-10, HIGHWAY SYSTEM ADJUSTMENTS

Idaho Scenic Byways Program

A non-partisan Scenic Byways Advisory Committee, consisting of federal and state agencies and other parties, shall provide advice and recommendations to the Idaho Transportation Department. The goal of the Idaho Scenic Byways Program shall be to:

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

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

Each route shall be evaluated on the following information:

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

Incorporated communities and their extraterritorial jurisdiction that are located on the byway route shall not be considered part of the Scenic Byway. Exceptions, such as kiosks, visitor centers, points of interest, etc., within the communities may be included as part of the Scenic Byway designation. The Division of Transportation Planning shall maintain a map showing the current Scenic Byways as designated by the Board.

signed Date: November 19, 2007

Pamela K. Lowe
Director

This policy based on:

- Section 40-310(2), (4) and (5), -317 and Section 50-1306, Idaho Code
- Board Policy B-09-11, IDAHO SCENIC BYWAYS PROGRAM
- Governor designates the Idaho Transportation Department as lead agency in administering ISTEA
- Decision by the Director

Department-wide supervision and coordination assigned to:

- Transportation Planning and Programming Administrator

Direction for activity and results assigned to:

- Transportation Planning and Programming staff and District Engineers

Department procedures contained in:

- This policy

Former dates of A-09-11:

11/23/93 (combined with Director's Memorandum #14, IDAHO'S SCENIC BYWAYS PROGRAM) and 07/15/96

Cross-reference to related Administrative Policies:

- A-01-19, DEPARTMENT TEAMS, COMMITTEES, TASK FORCES, ETC.
- A-05-05, ROADSIDE VEGETATION MAINTENANCE
- A-06-07, IDAHO HIGHWAY MAP
- A-09-02, URBAN LIMITS AND FUNCTIONAL CLASSIFICATION SYSTEMS
- A-09-06, STATE HIGHWAY SYSTEM - ADDITIONS AND REMOVALS
- A-14-07, LANDSCAPING
- A-14-10, HIGHWAY SYSTEM ADJUSTMENTS

TRANSPORTATION ENHANCEMENT PROGRAM

The director shall distribute and administer the Surface Transportation Program Enhancement funds allocated to Idaho under the The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), or successive acts that incorporate funding for transportation enhancements. The purpose of the Transportation Enhancement Program is to preserve and create in Idaho more livable communities where roads blend with and preserve the natural, social, and cultural environment, by using the flexible and innovative funding and design features of the enhancement funds. Projects related to surface transportation shall be programmed under the procedures detailed below.

Programming of Projects

Funding guidance for enhancement activities shall be as shown below:

- Historic Enhancements 15% to 30% of available funding
- Scenic and Environmental 15% to 30% of available funding
- Pedestrian and Bicycle Enhancements 40% to 70% of available funding

Projects shall be submitted to the department through a statewide application process. Applications shall be reviewed by staff for completeness and federal eligibility. Department staff may provide comment, as necessary, on funding availability, project development, and other issues related to department policy.

Enhancement Advisory Committee (EAC)

The Enhancement Advisory Committee (EAC) shall review the Transportation Enhancement Program applications and recommend projects to the Idaho Transportation Board. The EAC shall establish project selection criteria as a guide for setting statewide project priority. The EAC shall submit a prioritized list of projects to the Idaho Transportation Board during the annual update of the Capital Investment Program. Included with that submittal will be an analysis of the distribution, mix, and quality of proposed projects, and as necessary, an explanation when the prioritized list of projects varies from the funding guidance noted above.

EAC membership shall represent appropriate interested parties and expertise so that the perception of conflict of interest is eliminated as much as possible. EAC members shall be appointed for two (2) years, with re-appointment by the director.

The membership of the Enhancement Advisory Committee shall be as follows:

- the Local Highway Administrator of the Local Highway Technical Assistance Council;
- one person (to rotate annually) representing metropolitan planning organizations;
- one person representing historical interests from the Idaho Historical Society;
- one person representing scenic interests (rotating every two years) to be chosen from either the Bureau of Land Management, the Idaho Department of Lands, or the U.S. Forest Service;
- one person representing tourist and recreational interests;
- the ITD Bicycle Coordinator representing bicycle/pedestrian interests;
- one person appointed from the "Safe Routes to School" advisory committee;
- an ITD District Senior Environmental Planner representing environmental interests; and
- the Enhancement Program Coordinator from the Federal Highway Administration's division office will be an ex-officio member of the committee.

The ITD Enhancement Program Coordinator will facilitate project reviews and recommendations. Staff will lend direct assistance and support to assure submission of program and project information for inclusion in the Capital Investment Program consistent with board policy B-11-02, Highway Development Program.

Maximum Federal Participation and Non-Federal Matching Fund Requirements

Transportation Enhancement Program projects shall be limited to a maximum of $500,000 in federal transportation enhancement funding. All transportation enhancement projects will require the minimum match determined by federal law. (Currently, the minimum local match required by federal law is 7.34%.)

Delayed Projects and Unused Funds

Due to the large number of projects competing for limited funding, projects that are in the year their construction funds are programmed in the Transportation Enhancement Program shall not be allowed to delay into a later fiscal year. A one-year delay exception may be granted by the director or his designee for projects that have most of the development completed and are close to contracting. The project sponsor shall be notified when a project has been removed from or delayed in the program.

When a project is removed from the Transportation Enhancement Program, the sponsoring agency is responsible for all costs incurred and must reimburse the federal government for any federal-aid funding received by the agency. To compete for future federal-aid funding, sponsors of projects removed from the program may re-apply.

The department shall advance other projects to use the obligation authority associated with unused enhancement funds, placing an emphasis on Transportation Enhancement Program projects where possible. Project cost increases that do not exceed the federal-aid maximum may be approved by the director or his designee when there is an identified off-set and the sponsor has agreed in writing to pay in cash for any additional match required by the project increase. No unused enhancement funds shall be carried over into the next fiscal year.

Advance Payment

The director is authorized to approve, on a project-specific basis, the use of advance payment on the construction-only phase of a project.

Effective Date of this Policy

Project applications received after the approval date of this policy shall be processed using this board policy. All previously scheduled projects shall continue to be programmed and managed under the previous policy that was in effect at the time the application was approved, or on a case-by-case basis as determined by the director or his designee.

Approved by the board on:

Signed _____ Date 11-15-06

FRANK BRUNEEL
Board Chairman

This policy based on:

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) as amended and maintained through successive highway authorization acts
- Decision by the Idaho Transportation Board

Former dates of B-11-03:

6-15-95, 1-25-96, 12-2-98, and 11-18-99

Cross-reference to related Board Policies

- B-09-08, BICYCLE/PEDESTRIAN FACILITIES
- B-09-11, IDAHO SCENIC BYWAYS PROGRAM
- B-11-02, HIGHWAY DEVELOPMENT PROGRAM
- B-11-04, ALLOCATION OF SURFACE TRANSPORTATION PROGRAM APPORTIONMENTS TO LOCAL PUBLIC AGENCIES

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM

The Idaho Transportation Department shall administer and distribute Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds allocated under the Transportation Equity Act for the 21st Century (TEA-21). The primary purpose of Idaho's CMAQ Program is to fund projects, planning, and programs in air quality nonattainment and maintenance areas, as well as areas of concern for ozone (O_3), carbon monoxide (CO), and particulate matter (PM) which reduce transportation-related emissions. Geographic areas of concern will be identified in cooperation with the Idaho Division of Environmental Quality (IDEQ) as having measured air quality problems or the potential for air quality problems.

Program Objectives And Applicability

Idaho's CMAQ Program objectives shall be to implement cost-effective activities, plans, and projects that are mutually beneficial to transportation and air quality. CMAQ projects that are implemented should demonstrate the highest potential for preventing or relieving a community's particular air quality problem. Planning activities, for the purpose of developing a strategic plan to reduce a community's transportation-related air quality problems, can also be funded under Idaho's CMAQ Program.

CMAQ funding shall be available to all areas (identified in cooperation with IDEQ) which are currently designated as nonattainment for any criteria pollutant or have the potential to be an air quality problem area in the near future.

CMAQ Technical Review Committee

A CMAQ Technical Review Committee shall review the CMAQ Program applications and recommend projects to the Idaho Transportation Board. Membership shall represent appropriate interested parties and expertise to balance local, regional, and statewide priorities.

The CMAQ Technical Review Committee membership shall be as follows.

- ITD Senior Transportation Planner acting as CMAQ Program Coordinator/Liaison to IDEQ;
- IDEQ Statewide Air Quality Analyst acting as the transportation planning liaison;
- ITD Senior Transportation Planner representing Public Transportation;

- ITD Environmental Manager representing environmental interests;
- Local Highway Technical Advisory Council Administrator;
- A knowledgeable citizen-at-large representing citizen involvement;
- A rotating local/regional representative who has received CMAQ Program funds in the past, but is not an applicant in the current solicitation timeframe; and
- A rotating IDEQ Regional Office Air Quality staff person for regional air quality interests.

Committee members whose membership rotates will be replaced every two years. The Director will recommend rotating members to the Board for approval.

The following parties shall serve as ex-officio members. Additional ex-officio members with particular expertise may be asked to participate at the discretion of the Director.

- ITD Maintenance Engineer representing the Division of Highways' maintenance activities;
- ITD Senior Transportation Planner from Highway Programming; and
- CMAQ Program Coordinator from the Federal Highway Administration, Division office.

The ITD CMAQ Program Coordinator shall facilitate the annual project application, review, and recommendation process. Highway Programming staff will lend direct assistance and support to assure submission of program and project information for inclusion in the Highway Development Program consistent with Board policy B-11-02, Highway Development Program. Specific tasks of the CMAQ Technical Review Committee shall include:

1. Development and release of the annual CMAQ Program Request for Proposals (RFP).
2. Evaluation of the projects submitted for cost effectiveness and air quality improvement.
3. Annual submittal of a recommended list of projects to the Board based on available CMAQ funding.
4. Annual evaluation of CMAQ project and program effectiveness.

As part of the CMAQ Program RFP development process, specific criteria for project analysis format, technical presentation, and emissions reduction calculation procedures will be developed. To assure consistency with local, regional, and statewide air quality planning, all RFP procedures and requirements shall be reproducible and in accordance with all relevant United States Environmental Protection Agency and/or IDEQ guidance, policies, rules and regulations.

Project Award

Project award will be based on both cost-effectiveness and the potential air quality benefits of a project. In the case of planning projects, projects will be awarded based on their ability to develop a plan with specific activities and projects that would facilitate increased air quality benefits.

Funding award priority will be given to measures, plans, and programs which either are or have been developed as part of the ***Plan for the Control of Air Pollution in the State of Idaho***.

Funding Distribution And Limitations

The CMAQ Program shall be funded annually within the range of $2,000,000 to $4,000,000 in federal apportionment and obligation authority prior to matching requirements. Any remaining annual Federal CMAQ apportionments and obligational authority will be used as Surface Transportation Program Funds. The CMAQ Program is designed to be a statewide air quality improvement program, and project selection will reflect distribution of funds according to community need and demonstrable air quality benefit.

All CMAQ Program project applications are encouraged to be under $1,000,000 in federal funding per year. Larger projects and programs should be phased over time to assure the statewide funding availability.

All CMAQ projects will require the minimum match determined by federal law. (Currently, the minimum local match required by federal law is 7.34%.) Additional local match above the minimum required is encouraged, and will be considered favorably in the project selection process.

Interruption And Deferral

Once a CMAQ project or equipment is in the Highway Development Program's contract or development schedule, and commitment and progress has been noted, the project may not be interrupted or deferred, unless federally mandated. However, projects that are not ready or cannot be obligated in their contract year will be delayed. The Department will advance other projects to use the obligational authority associated with the unutilized CMAQ funds with an emphasis on CMAQ projects where possible. No unutilized CMAQ funds will be carried over into the next fiscal year.

If the U.S. Environmental Protection Agency designates an area in Idaho as a "classified nonattainment area" for carbon monoxide or ozone, all CMAQ funds that have not been obligated shall be dedicated, as much as practical, to the problem area. Other CMAQ projects may be interrupted, deferred, or delayed in preliminary development while these funds are dedicated for the "classified nonattainment area."

Effective Date

Project applications received after the approval date of this policy will be processed using the requirements of this Board policy. All projects in the FY 1999-2003 Highway Development Program, as of the approval date of this policy, will continue to be programmed and managed under the previous policy (Board Policy B-09-13, Congestion Mitigation and Air Quality (CMAQ) Program) until completion of the project.

Approved by the Board on:

Charles L Winder

Date: 8/22/03

CHARLES L. WINDER
Board Chairman

This policy based on:

- Transportation Equity Act for the 21st Century (TEA-21)
- Recommendations of the Idaho Transportation Board CMAQ Program Subcommittee

Former Dates of B-11-05:

3-18-99

(policy moved and revised from B-09-13, Congestion Mitigation and Air Quality (CMAQ) Program, dated 1/21/94)

Cross-reference to related Board Policies:

- B-09-04, CORRIDOR PLANNING FOR IDAHO TRANSPORTATION SYSTEMS
- B-09-08, BICYCLE/PEDESTRIAN FACILITIES
- B-11-01, STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
- B-11-02, HIGHWAY DEVELOPMENT PROGRAM
- B-11-03, TRANSPORTATION ENHANCEMENT PROGRAM
- B-11-04, ALLOCATION OF SURFACE TRANSPORTATION PROGRAM APPORTIONMENTS TO LOCAL PUBLIC AGENCIES
- B-28-02, PUBLIC TRANSPORTATION ADVISORY COUNCIL (PTAC) AND REGIONAL PUBLIC TRANSPORTATION ADVISORY COMMITTEES (RPTAC)

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is a planned commitment of Idaho's transportation resources to develop projects and obligate funds for transportation-related air quality projects in a given fiscal period. The following project types and programming categories will be used for the CMAQ program:

CMAQ Project Types	STIP Programming Categories
Road Surfacing and Construction (unpaved, graveled and paved)	Base and Resurfacing
Dust Control and Prevention	Misc. Improvement
Transit Capital Equipment Purchases	Transit
Transit Start-Up & Operation	Transit Operations
Intelligent Transportation Systems Planning and Projects	Traffic Signal/ITS
Bicycle and Pedestrian Route Construction	Bicycle/Pedestrian Trail
Special Studies, Strategic Planning, and Air Quality Monitoring	Air Quality Study
Alternative Transportation Education/Promotion/Outreach	Transit Operations

Project Evaluation Criteria

CMAQ projects shall be evaluated and ranked using air quality and specific project criteria. The following information details the air quality criteria, and then goes into the specific project criteria.

Air Quality Evaluation Criteria/Areas Which Have the Potential to be an Air Quality Problem Area (ranked in order of importance)

1. Areas that are currently designated and/or were previously proposed or designated nonattainment for any criteria pollutant (i.e., Silver Valley, Pinehurst, Sandpoint, Lewiston, Kootenai County, Ada County, Pocatello, and Soda Springs).
2. Areas with ambient monitoring data for any criteria pollutant which have exceeded seventy-five percent (75%) of the applicable National Ambient Air Quality Standards on greater than twenty-five percent (25%) of monitored days annually, based on air quality monitoring for the past three (3) years or at a minimum, one (1) year.
3. An area where air quality monitoring data indicates the likelihood of an air quality problem for new and revised criteria pollutants.
4. Areas that have received multiple formal citizen complaints related to a transportation emissions source, according to IDEQ records or those of other public agencies.
5. Areas where the professional judgment, analysis, and experience of the Idaho Transportation Department (ITD) District staff or IDEQ air quality staff indicate a transportation-related air quality problem exists. In the case of tribal jurisdictions, the judgement, analysis and experience of tribal environmental staff and/or U.S. Environmental Protection Agency staff will be utilized.

Board Policy B-11-05, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, requires uniform statewide comparison of projects for air quality benefit and cost-effectiveness. Cost-effectiveness will be determined by applicants using the following equation to compute cost compared to emissions reductions.

Cost-Effectiveness equation = Annualized Cost divided by kilograms of emissions reductions per year

Specific Project Evaluation Criteria

Additionally, CMAQ projects will be evaluated according to the specific type criteria to assure that real, quantifiable emission reductions are occurring within both regulatory and voluntary frameworks. Other evaluation criteria developed by the U.S. DOT as CMAQ program guidance may also be used to evaluate projects. These criteria shall serve to blend transportation and air quality priorities by addressing critical issues and nexus points. In general, projects should not cause any negative environmental effects.

Road Surfacing Projects-Evaluation Criteria

- Target appropriate season and location of problem;
- Preventative in nature;
- Part of a capital improvement plan for the local jurisdiction;
- Provide long-term solutions;
- Result in reduced maintenance;
- Increase safety;
- Efficient and flexible; and
- Consider benefit/cost and value engineering/project life in choice of surfaces.

Dust Control and Prevention Projects-Evaluation Criteria

- Serve as seed money or pilot projects as part of a long-term implementation plan;
- Purchase additional equipment, as opposed to replacement;
- Meet ITD/IDEQ specifications for such equipment;
- Used in nonattainment and/or problem areas; and
- Coordinate use of equipment to problem relationship for time/frequency/location.

Transit Capital Equipment Purchase Projects-Evaluation Criteria

- Follow all Federal Transit Administration grant requirements;
- Preferably use alternative and clean fuels;
- Demonstrate administrative capacity for operation and maintenance;
- Demonstrate need for purchase (waiting list, ridership trends, planned outreach strategies, etc.);
- Result in intermodal connectivity;
- Decrease VMT (vehicle miles of travel) and congestion (result in mode shift); and
- Flexible use of equipment.

Transit Start-Up and Operation-Evaluation Criteria

- Address an air quality issue which can be aided by new public transit;
- Occur where public transit service is limited or nonexistent;
- Coordinate with all existing public transit service providers in the area;
- Serve as new service provision, not as replacement of existing service;
- Coordinate with ITD-Division of Public Transportation; and
- Short-term duration, with provisions for local long-term operation and maintenance.

Intelligent Transportation Systems Planning and Projects-Evaluation Criteria

- Focus on location to address an identified air quality problem (e.g., corridor, intersection, etc.);
- Cost efficient;
- Offer safety improvements and efficient traffic flow;
- Address system-wide coordination requirements;
- Focus on Carbon Monoxide nonattainment and problem areas;
- Apply signal warrant requirements; and
- Result in a system-wide benefit.

Bicycle and Pedestrian Projects-Evaluation Criteria

- Serve a transportation purpose;
- Link to a community or regional transportation system;
- Operate within three relational aspects of intermodal transportation system (in rank order) through:
    1. *Impact*-designed to reduce the number of vehicles on existing corridors during peak travel volumes;
    2. *Proximity*-serves the same people within the same travel corridor as existing systems and modes; and
    3. *Function*-creates or improves existing system to provide safe and convenient route from origin to destination.
- Be part of a long-range transportation plan at local, district, or state levels;
- Meet design standards specified by the ITD Bicycle and Pedestrian Coordinator, the ITD Design Manual, and/or AASHTO standards (paths, ways, walks, trails, routes, and lanes);
- Document information using acceptable VMT, pedestrian traffic models, actual local studies, links to promotional effort; and
- Designate maintenance responsibilities as noted in A-09-08, Bicycle/Pedestrian Facilities.

Special Studies, Strategic Planning, and Air Quality Monitoring Projects-Evaluation Criteria

- Specific as to their relationship to transportation;
- Focus on direct air quality improvement projects and programs;
- Maintain a defined schedule and set of deliverables;
- Assure scientific/statistical procedures are followed;
- Improve local information and data sources;
- Result in better decision making;
- Eliminate unwarranted future projects; and
- Limit need for future studies.

Alternative Transportation Education/Promotion/Outreach Projects-Evaluation Criteria

- Specific as to their relationship to transportation;
- Maintain a defined schedule and set of deliverables;
- Available as reference information (formal report or summary) for other jurisdictions;
- Improve local information and data sources; and
- Focus on direct air quality improvement projects and programs.

Program Application Requirements

For projects to be considered in the CMAQ program the following requirements and procedures must be completed.

Air Quality Analysis Requirements

Air quality analysis is required for each CMAQ project submittal (one page limit):

1. Project Name, Location, Purpose, and Summary.
2. An explanation of the transportation/air quality problem, including affected population.
3. Project purpose and its connection to local or regional transportation and/or air quality plans.
4. A statement regarding why the project is eligible under Idaho Transportation Board Policy B-11-05, Congestion Mitigation and Air Quality Improvement Program.
5. Future implications for the area if this project is not funded.

Projects that claim specific emissions reductions should also summarize specific reductions (in kilograms/year) and the project's cost-effectiveness (combined one page limit). Procedures for documenting emissions reductions are included in the application package, and will be posted on ITD and IDEQ websites.

Construction Project Requirements

The following CMAQ projects include construction and so must complete construction project requirements:

- Road surfacing and construction
- Bicycle and pedestrian route construction
- Some Intelligent Transportation System (ITS) projects
- Intermodal facilities requiring construction

A State and Local Agreement shall be used as a formal commitment between the state and local agencies to ensure accountability. Additionally:

1. An ITD-2435, Local Federal-Aid Project Request, an ITD-1150, Project Cost Summary Sheet, and an ITD-654, Preliminary Environmental Evaluation,
2. Detailed field review of mile-by-mile costs and needs (i.e., culverts, drainage, R/W, cuts/fills, transmission lines, etc.) to aid in a more accurate preliminary budget analysis and timeframe expectations,
3. Detailed project schedule with appropriate milestones, and
4. Line item budget,
5. Air Quality Analysis.

The field review can be performed in-house or may be contracted out. The reviewer must be someone with appropriate expertise and will be responsible for preparing the cost estimate used in the application. The project's sponsor must certify that a detailed field review has been completed on the construction project application.

Project costs for right of way, utility relocation, and project development costs that follow project approval in the program are reimbursable. ITD specifications will govern engineering requirements and specifications. Materials reports will be required as part of construction projects.

To address resource shortages within ITD and potential project delays for construction projects, local public agencies can contract out to private "ITD-certified" firms for design review and approval (concept and intermediate design).

Non-Construction Project Requirements

The following CMAQ projects must complete non-construction project requirements:

- Transit Capital Purchases
- Transit Start-Up and Operation
- ITS Planning
- Dust Control and Prevention
- Special Studies, Strategic Planning and Air Quality Monitoring
- Alternative Transportation Education/Promotion/Outreach

A State and Local Agreement shall be used as a formal commitment between the state and local agencies to ensure accountability. Additionally:

1. An ITD-2883, Non-Construction Request/Application,
2. Project schedule with appropriate milestones, and
3. Line item budget.
4. Air Quality Analysis.

For public transportation projects, the Division of Public Transportation shall:

1. Work with applicants to ensure vehicle purchases meet all ITD and federal requirements, including, but not limited to:
    - Procurement and bid processes;
    - Americans with Disabilities Act accessibility requirements;
    - Buy America requirements;
    - Pre-award and post-delivery reviews; and
    - New model bus testing.
2. Ensure that ITD is the lienholder on any vehicles purchased by the CMAQ Program for the vehicle's useful life, as required by Idaho Code, 40-514. These vehicles shall be inspected every other year to assure adequate maintenance and service provisions.
3. Limit expenditures of CMAQ funds to transit vehicle capital purchases and ridership-enhancement infrastructure and equipment.
4. Assure that operations and maintenance expenditures are not included in capital purchase projects.

Funding Distribution and Limitations

Preference in funding will be given to CMAQ projects that:

- Are measures, plans, and programs which either are, or have been developed as part of the ***Plan for the Control of Air Pollution in the State of Idaho***; and
- Are designed for areas that are nonattainment for any criteria air quality pollutant or have the potential to be an air quality problem area in the near future (and as further defined above).

A statewide limitation of $2,000,000 per year for all CMAQ projects in *out years* will be applied to long range, multi-year construction projects. (*Out years* are those years beyond the funding timeframe currently under consideration.) This limitation will allow complex construction projects to be added in *out years* while maintaining funding for short-term, streamlined projects. Phasing of projects, consistent with Board Policy, B-11-05, is highly encouraged for the same reason.

Increases in project costs are the responsibility of the project applicant.

Program Outreach Component

A program outreach component will begin in fiscal year 2000. The effort will include:

- Local Highway Technical Assistance Council (LHTAC), Metropolitan Planning Organizations (MPOs), and IDEQ, working with ITD to coordinate a CMAQ Workshop component within annual Local Public Agency Meetings at each of the Districts.
- The use of a letter of interest from potential applicants to request an application.
- The appointment of a formal District contact, either the Local Roads Coordinator or the District Planner by the District Engineer. This contact shall be trained in the CMAQ program process and serve as a mentor through the project application process.
- Monthly newsletters from LHTAC to the local highway organizations to inform locals agencies of upcoming meetings and program solicitations.

CMAQ Technical Review Committee

A Technical Review Committee shall be selected from across the state to access unique input and abilities of a variety of individuals. Members of the Technical Review Committee who must travel from outside of the Treasure Valley to attend committee meetings will be reimbursed in accordance with State of Idaho per diem and travel policies.

Program Award Process

The CMAQ Program is based on local and regional applications, processed through each District (and prioritized by metropolitan planning organizations, as available), for presentation and evaluation by the Technical Review Committee. The Technical Review Committee makes the final recommendations to the Idaho Transportation Board regarding funding priorities that are based on air quality benefit and cost-effectiveness and specific project criteria.

Once the project is approved by the Board, the ITD District Contact negotiates a mutually acceptable timeline with the applicant to define reasonable review and submittal timeframes and a critical path schedule as part of the State and Local Agreement.

Project Close-Out Documentation

A formal feedback process shall be included in the project's closeout documentation to ensure continued improvements and a long-term quality focus. The following steps are included:

1. Survey applicants.
2. Determine the projected and actual line item costs, as available.
3. Determine if original and actual schedule milestones were changed.
4. Follow-up by telephone sample of less successful projects (Applicants and District Contacts).
5. Identify “what went well” or recommend “mid-course corrections.”
6. Follow-up with potential applicants, who formally requested an application packet, but did not apply. Determine reasons why and consider input for following application cycle.

Signed Date: 6-1-99

DWIGHT M. BOWER
Director

This policy is based on:

- Federal Regulations, Idaho Code, AASHTO standards, and other national organization standards that address transportation-related congestion mitigation and air quality improvement
- Board Policy, B-11-05, Congestion Mitigation and Air Quality Improvement (CMAQ) Program
- Decision by the Director

Department-wide supervision and coordination assigned to:

- Chief Engineer, Public Transportation Administrator, and Transportation Planning Administrator

Direction for activity and results delegated to:

- District Engineers, Section Managers, and other personnel as assigned

Department procedures contained in:

- This policy

Former dates of A-11-05:

-0-

Cross-reference to related Administrative Policies:

- A-09-04, CORRIDOR PLANNING FOR IDAHO TRANSPORTATION SYSTEMS
- A-09-08, BICYCLE/PEDESTRIAN FACILITIES
- A-11-01, STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
- A-11-02, HIGHWAY DEVELOPMENT PROGRAM
- A-11-03, TRANSPORTATION ENHANCEMENT PROGRAM

SAFE ROUTES TO SCHOOL PROGRAM

The Director shall administer and distribute Safe Routes to School (SR2S) Program funds allocated under the current federal highway act. The purpose of the SR2S Program is to (1) enable and encourage children in grades K-8, including those with disabilities, to walk and bicycle to school; (2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and (3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution within a two-mile radius of K-8 Grade schools.

SR2S Coordinator

The Department shall provide a SR2S Program Manager to administer the program. Funding for the SR2S Program Manager and related expenses shall be taken from the infrastructure portion of the state's SR2S apportionment. The Director shall determine the Program Manager's organizational location within the Department.

SR2S Advisory Committee

A Safe Routes to School Advisory Committee (SR2SAC) shall be established to review the SR2S program applications and recommend projects to the Idaho Transportation Board during the annual update of the Statewide Transportation Improvement Program. SR2SAC membership shall consist of appropriate interested parties and expertise as determined by the Director.

Approved by the Board on:

Signed Date May 19, 2010

Darrell V Manning
Board Chairman

This policy based on:

- Current Federal Highway Act
- Decision by the Idaho Transportation Board

Cross-reference to related Board Policies

- B-09-08, BICYCLE/PEDESTRIAN FACILITIES
- B-11-02, HIGHWAY DEVELOPMENT PROGRAM

Previous dates for B-11-07:
2/23/06

HIGHWAY SAFETY FUNDS

Federal-Aid

The Idaho Transportation Department Director is authorized to apportion and monitor Federal-aid funds allocated to the State for highway projects in the following categories:

- Bridge Replacement and Rehabilitation
- Highway Safety Improvement Program
- Rail-Highway Crossing Program

Project selection shall be data driven. Appropriate criteria for prioritizing projects in each category, as specified in Administrative Policy A-19-07, shall be used as guides in selecting projects to be funded.

State Funded

In addition, the Department Director is authorized to approve projects for expenditure of State Railroad Grade Crossing Protection Funds. Grants not to exceed a total of $25,000.00 may be awarded to rail-highway safety education organizations. A priority listing shall be developed and shall be used as a guide in selecting projects to be funded.

A status report shall be submitted to the Board in July of each year.

Approved by the Board on:

Signed Date August 19, 2010

Darrell V Manning
Board Chairman

This policy based on:

- Section 40-310, 312, 314, and 62-201, 305, 306 and 307, Idaho Code
- Title 23, USC
- Decision by the Idaho Transportation Board

Implemented by Administrative policy:

- A-19-07, HIGHWAY SAFETY FUNDS

Former date of B-19-07:

2/8/79, 8/18/88 (combined with rescinded policy B-19-06), 6/23/89, and 11/22/02

Cross-reference to related Board policies:

- B-11-01, TRANSPORTATION PROGRAM DEVELOPMENT
- B-19-01, FINANCING CONSTRUCTION OF STATE HIGHWAY IN CITIES
- B-19-05, LOCAL FEDERAL-AID FUNDS
- B-19-08, LOCAL BRIDGE INSPECTION FUNDS
- B-19-09, LOCAL FEDERAL-AID SECONDARY EXCHANGE PROGRAM

HIGHWAY SAFETY FUNDS

Federal-Aid

Each year, Federal Highway Safety Funds are distributed to the State of Idaho Transportation Department. The Chief Engineer is authorized to approve the dispersal of these funds to various projects and programs throughout the department, per certain criteria and restrictions. Highway Safety Funds allotted to the State of Idaho shall be allocated to projects based on prioritized needs determined by the following criteria:

PROGRAMS	JURISDICTION	SYSTEMS	PRIORITY CRITERIA
Bridge * Replacement and Rehabilitation	State or Local	All Public Roads or Streets	Projects are selected statewide based on FHWA Sufficiency Ratings. Bridges with Sufficiency Ratings of 50 or below are eligible for replacement. Those with Sufficiency Ratings of less than 80 are eligible for rehabilitation.
Hazard Elimination	State or Local	All Public Roads or Streets	Projects are selected statewide based on potential for accident reduction measured by: 1. Number of Accidents 2. Safety Benefit/Cost Ratio 3. Accident Rates 4. Site Studies to Verify Need
Rail-Highway Crossings **	State or Local	All Public Roads or Streets	Projects are selected statewide based on Priority Index Formula (FHWA approved).

* 35% of the Bridge funds allocated to Idaho shall be available for local projects; a minimum of 15% must be expended off-system. Over the Highway Development Program period, the goal will be to expend 15% to 20% on local on-system projects.

** Surface improvements shall be funded only as part of another improvement, e.g., road or rail construction, or major profile change in grade crossing.

District Engineers shall recommend state bridge replacement project priorities and shall coordinate with local officials in recommending local bridge replacement priorities.

Hazard Elimination and Rail-Highway Crossing project priorities shall be developed by District Engineers in coordination with local officials and, when appropriate, with the Traffic Supervisor and the Highway Program Manager.

Use of local government forces for construction of highway safety improvement projects may be found to be in the public interest. The decision to allow use of local forces will be made on a project-by-project basis.

State-funded

Each year, State Railroad Grade Crossing Protection Funds are distributed to the Idaho Transportation Department in the amount of $250,000. The Chief Engineer is authorized to approve dispersal of these funds for various projects based on certain criteria. These include but are not limited to: warning projects; including advanced railroad signing, cross bucks, signals, and railroad inventories. This also includes education grants to rail-highway safety education organizations not to exceed $25,000 annually and other related safety improvements.

A priority listing, based on the following criteria, will be developed and used as a guide in selection of projects to be funded: **Existing Protection, Average Daily Traffic, Number of Trains per Day, Number of Tracks per Crossing, Through Night Trains, Sight Restrictions, Number of Accidents**.

Dwight M. Bower Date 10/21/02

DWIGHT M. BOWER
Director

This policy based on:

- Section 40-310, 312, 314, 317, 320 and 62-301, 303, 305, 306 and 307, Idaho Code
- Title 23, Sections 130, 144 and 152, USC, amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987
- Board Policy B-19-07, HIGHWAY SAFETY FUNDS
- Decision by the Department Director

Department-wide supervision and coordination assigned to:

- Chief Engineer, and Assistant Chief Engineer (Operations) Assistant Chief Engineer (Design)

Direction for activity and results assigned to:

- Traffic Supervisor, District Engineers and the Highway Program Manager

Department procedures contained in:

- FHWA Program Manuals 6-8-2-1, 8-2-1, 6-6-2-3, 6-7-4-1 and 8-2-3-7
- Idaho Highway Safety Improvement Program (HSIP)
- Traffic Manual, Chapter 12-105.01 and .02

Former dates of A-19-07:

7/16/85, 10/27/88, 3/31/89 (combined with rescinded A-19-06), 5/11/89, and 3/12/90

Cross-reference to related Administrative Policies:

- A-04-06, USE OF STATE FORCES ON BETTERMENT PROJECTS
- A-06-28, AUTHORITY FOR PROJECT EXPENDITURES
- A-11-01, HIGHWAY PROGRAM DEVELOPMENT
- A-12-16, TRAFFIC CONTROL DEVICES
- A-14-01, DAMAGED OR OBSOLETE RAILROAD CROSSING SIGNALS AND GATES
- A-19-01, FINANCING CONSTRUCTION OF STATE HIGHWAYS IN CITIES
- A-19-05, LOCAL FEDERAL-AID FUNDS
- A-19-08, LOCAL BRIDGE INSPECTION FUNDS

COORDINATION WITH THE IDAHO TRAFFIC SAFETY COMMISSION

The Highway Safety Manager shall coordinate with the Idaho Traffic Safety Commission to implement the provisions of Idaho Code, 40-508 and 40-509 and Board Policy, B-38-01, Coordination with the Idaho Traffic Safety Commission. In addition to planning and administering resources to meet the Office of Highway Safety's objectives, the Highway Safety Manager shall provide timely scheduling and support to enable the Idaho Traffic Safety Commission to:

- Review traffic safety problems in Idaho;
- Develop effective plans for additional local-state cooperative activities;
- Recommend to the Director agency programs and political subdivision programs to receive federal aid for highway safety in accordance with uniform federal standards;
- Advise and recommend to the Director future traffic accident prevention activities; and
- Carry out any other activities as may be required by the federal Highway Safety Act of 1966 and its amendments.

Meetings will be scheduled at least three (3) times each year; however, the Idaho Traffic Safety Commission (majority vote), the Transportation Board, the Director, or the Highway Safety Manager may request additional meetings as necessary.

Travel expenses shall be included in the Office of Highway Safety's budget. Individual requests for out-of-state travel shall be submitted to and approved by the Director.

The Director shall appoint not more than fifteen members including

- the chairman of the Transportation and Defense Committee of the Idaho House of Representatives;
- the chairman of the Transportation Committee of the Idaho Senate;
- the Director of the Idaho Transportation Department, or his representative, who shall act as chairman; and
- representative members of state and local traffic-oriented agencies, the legislature, the judiciary, private organizations, and citizen groups.

Members shall be appointed for a four-year term of service, with the option of two (2) one-year extensions to the original term of service. A member is not limited in the number of terms of service to which he or she may be appointed.

Signed Date: 11/26/97
DWIGHT M. BOWER
Director

This policy based on:

- Idaho Code, 40-508 and 40-509
- Board Policy B-38-01, COORDINATION WITH THE IDAHO TRAFFIC SAFETY COMMISSION
- Decision by the Director

Department-wide supervision and coordination assigned to:

- Chief Engineer

Direction for activity and results delegated to:

- Highway Safety Manager

Department procedures contained in:

- Office of Highway Safety (OHS) Policies and Procedures manual

Former dates of A-38-01:

-0-

Cross-reference to related Administrative Policies:

- A-01-09, AUTHORITY TO SIGN CONTRACTS, AGREEMENTS, OR GRANTS AND THEIR REGISTRATION
- A-06-11, OFFICIAL TRAVEL BY DEPARTMENT EMPLOYEES
- A-19-07, HIGHWAY SAFETY FUNDS

IDAHO TRANSPORTATION BOARD RESOLUTION *ITB05-47*

Authorization for Director to modify projects in the approved Pavement and Bridge Preservation Programs

September 2005 Board Meeting

Recommended FY06-10 and Preliminary Development Capital Investment Program and FY06- 10 Statewide Transportation Improvement Program (STIP). Director Ekern outlined steps taken in developing the updated STIP, such as engaging metropolitan planning organizations (MPOs) and transportation committees to identify needed projects, and changes to the Program due to the Connecting Idaho Initiative and the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFTEA-LU). Projects from the Divisions of Public Transportation and Aeronautics have also been incorporated into the document.

Chairman Winder relayed concerns that projects have been dropped from the Program due to the GARVEE Program. Director Ekern emphasized that no projects were removed due to the GARVEE Program. Cost overruns resulted in less money being available for capital investment projects and District priorities change over time, resulting in new projects being added to the Program and the removal of other projects.

Intermodal Planning Manager (IPM) Pat Raino reported that the STIP was developed in compliance with the Code of Federal Regulations. The multi-year, multi-modal program shows planned highway, transit, aeronautics, and highway safety projects. The document provides maps and project descriptions for ITD and MPO projects by District, MPO area, and by GARVEE funded corridors. The draft STIP was available for public review and comment from July 22 through August 16, 2005. IPM Raino summarized the public comments received on the draft document, although the Board received copies of all of the comments submitted.

Chairman Winder thanked IPM Raino for the report and for her continued efforts to develop the STIP.
MTI Amick presented the recommended FY06-10 and Preliminary Development (PD) Capital Investment Program, including the Federal and State Highway Development Program and the Public Transportation and Aeronautics Programs. He outlined changes to the Program since the June workshop based on advances and delays per the End-of-the Year Plan approved by the Board in August; developments regarding project deliverability; a statewide balancing meeting last month; an updated GARVEE Plan from the August Board meting; and the Budget Council's decreased forecast of available State funding in state FY07-10.

Member Miller expressed concern with the shortage of funds and the overprogrammed STIP. Additionally, he believes that projects strongly supported by state and local officials should not be dropped from the Program. He cited some examples. He emphasized that partnership projects should not be removed from the Program.

Member Sweeney expressed concern with the extensive projects and dollar amounts in PD. MTI Amick responded that staff can work on projects included in PD and that PD is a strategy to advance projects. When projects in earlier years are delayed or additional funds become available, the Department needs projects to advance. Member Sweeney does not believe investing resources in projects in PD that may not be constructed is wise. He believes PD should be limited in funding and the number of projects. Director Ekern added that the contingency program is a prioritized list of projects in PD. He stated that this discussion will be continued at the November meeting.

Member McHugh questioned the removal of the SH-5, Chacolet to Rocky Point project, which was included in the Intermodal Surface Transportation Efficiency Act of 1992. MTI Amick responded that FHWA notified ITD that due to the lack of progress on that project, the obligation authority may be removed. Chairman Winder asked if staff has been working with the Tribe on that project, and if not, to contact the Tribe for assistance to complete that project. MTI Amick said the Pavement Preservation Program, for pavement maintenance and minor pavement rehabilitation, and the Bridge Preservation Program, for bridge maintenance activities, are intended to respond quickly to urgent and changing system conditions, requiring on-going reprioritization. Approximately

$10.3 million in FY06 and $8.8 million in FY08 of the Pavement Preservation Program funds were not yet allocated to specific projects. Staff requests permission from the Board to define and modify projects in these areas throughout the year at its discretion; similar to the latitude already granted for pavement maintenance projects.

Member McClure made a motion, seconded by Member Miller, to approve the following resolution:

RES. NO. ITB05-47

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

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

WHEREAS, the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, the Divisions of Highways, Public Transportation, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the FY06-10 and Preliminary Development Capital Investment Program; and WHEREAS, the recommended FY06-10 and Preliminary Development Capital Investment Program was developed in accordance with all applicable federal requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the recommended FY06-10 and Preliminary Development Capital Investment Program incorporated public involvement and comment whenever possible while maintaining a fiscally constrained Program; and WHEREAS, it is understood that continued development and construction of improvements are entirely dependent upon the availability of future federal and state capital investment funding in comparison to the scope and costs of needed improvements.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Recommended FY06-10 and Preliminary Development Capital Investment Program, which is on file in the Office of Transportation Investments; and

BE IT FURTHER RESOLVED, that staff is authorized to include approved projects in the FY06-10 STIP in accordance with the provisions of SAFETEA-LU; and

***BE IT FURTHER RESOLVED*, that the Director, or his designee, is authorized to add or remove projects to the approved Pavement and Bridge Preservation Programs as warranted by the Department's management systems provided such changes further the goals of those Programs and remain within the annual funding levels targeted for each Program.**

Vice Chairman Combo expressed concern that the Program uses the 20% GARVEE debt service limit as a target, not a cap.

The motion passed 4-2 with Vice Chairman Combo and Member Sweeney opposing.

IDAHO TRANSPORTATION BOARD RESOLUTION *ITB07-09*

Authorization to Index Preservation to Inflation

February 2007 Board Meeting

RES. NO. ITB07-09

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

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

WHEREAS, the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires that a fiscally constrained priority list of projects covering a four-year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, in September 2006 the Board approved a five-year STIP limiting highway capital investment funding in the STIP for use on only those projects that can realistically be funded for construction within the five-year STIP; and

WHEREAS, the Department intends to continue its ongoing commitment to limit deficient pavement to 18 percent on the state highway system; and

WHEREAS, in addition to the pavement and bridge preservation programs, staff has highlighted an ongoing annual need for $35 million in non-deferrable roadway restoration work which will eventually cause other capital improvement programs to be prioritized and adjusted if the current funding environment continues; and

WHEREAS, according to the American Road & Transportation Builders Association Transportation Construction Materials Prices Annual Report 2005 annual inflationary increases have occurred in highway and street materials costs between FY04 and FY05 of 12.6 percent compared to the previous average annual increase rate since 1998 of 5 percent; and

WHEREAS, increasing construction costs for pavement and bridge preservation projects have been requiring investment levels in the STIP in excess of the funds targeted in these preservation programs in the STIP; and

WHEREAS, the most recent FY06 state highway system pavement condition results show 20 percent deficient pavement, an increased trend in deficiencies from the Department's 18 percent goal; and

WHEREAS, it is estimated that $204.7 million in federal formula funding with match will be reserved for debt service payments between FY07 and FY12 toward the benefit of $998 million in GARVEE bonded major capital improvements; and

WHEREAS, the SAFETEA-LU will expire in FY09 and a new federal highway act will be required to continue federal funding support for Idaho's highway capital improvements; and

WHEREAS, the average annual federal obligation authority in FY05 and FY06 was 86.3 percent of the guaranteed funding levels under SAFETEA-LU; and

WHEREAS, in October 2006, the Board passed a resolution reducing for one year the total funding for the Rest Area Program from $10 million annually to $5 million annually; and

WHEREAS, state funding for highway construction is expected to decrease from $38.5 million in FY07 to $14 million in FY12 due to the effects of inflation on the cost of operating the Department; and

WHEREAS, the Board has reviewed STIP funding scenarios that include the consequences of 1) reduced federal obligation authority in comparison to estimated level apportionments through FY13, 2) reserving federal formula funding for debt service on a $998 million GARVEE bonding program, 3) increasing the Rest Area Program from $5 million to $10 million annually, and 4) the continued effects of inflation on the STIP.

NOW THEREFORE BE IT RESOLVED, that the Board authorizes staff to update the FY08-12 STIP under the assumption that federal highway formula apportionments to Idaho under the next highway act will remain level through FY12 at the FY09 estimated funding amount under SAFETEA-LU; and

BE IT FURTHER RESOLVED, that the total Highway Capital Improvement Program under the STIP may be funded at the full apportionment levels estimated under this resolution; and

BE IT FURTHER RESOLVED, that the funding level for the Rest Area Program shall be $10 million annually; and

***BE IT FURTHER RESOLVED*, that staff is authorized to increase the Department's emphasis on pavement and bridge preservation programs by 1) increasing funding levels of these programs each year to offset the effects of increased costs of construction materials and 2) advancing pavement and bridge preservation projects when possible through unanticipated increases in obligation authority or savings in the costs of operating the Department.**

The motion passed 4-2 with Vice Chairman Sweeney and Member Miller dissenting.

IDAHO TRANSPORTATION BOARD RESOLUTION *ITB08-17*

Funding Levels

April 2008 Board Meeting

Capital Investment Program Levels for the Fiscal Years 2009 – 2013 Draft Statewide Transportation Improvement Program (STIP). Manager, Transportation Investments (MTI), Dave Amick requested guidance to develop the draft (STIP). Senior Budget Analyst Joel Drake provided an overview on the Department's anticipated funds and summarized the projected allocation of those funds. By FY13, staff believes there will be no state funds available for construction projects and insufficient state funds to match all of the available federal dollars.

MTI Amick reviewed the funding level requested by each Program Team to meet the objectives of each individual program. Due to a projected revenue shortfall, not all of the programs can be funded at levels that they have historically been funded. Additionally, funds to replenish stockpiles have not been identified yet.

Preserving the existing highway system is the Department's top priority. Planning Services Manager Gary Sanderson said the basic strategy is to repair 600 lane miles per year. The plan includes preserving 500 lane miles at an estimated cost of $85 million and restoring 100 lane miles at a cost of $50 million. Member Sweeney commented that some routes are not good candidates for an overlay due to the narrowness of the road or substandard condition of the route. He does not believe those roads should be included in the pavement preservation goal of 18% deficient pavement.

MTI Amick outlined several options to address the funding shortfall. Staff recommends Option A, which minimizes disruption to existing projects in the STIP. **It suspends solicitation for new CMAQ, Enhancement, and State Board Unallocated projects** in FY11-13; removes existing System Planning projects in FY10-12 and suspends solicitation for projects in FY13; and increases the Pavement and Bridge Preservation and Restoration Program to the funding that is available after the previous adjustments are made, or approximately $136.7 million. The Pavement Team, however, requested $166.6 million for this program. MTI Amick also mentioned that the Department has received numerous letters of support for continued funding of the Enhancement and to a lesser extent, CMAQ Programs.

Member Coleman suggested reducing the Rest Area Program. Member Blick expressed concern with impacting the Rest Area Program, although he concurred that a short-term reduction to that program may be acceptable. He also discouraged eliminating the Board Unallocated Account, because that program has been used to fund emergencies recently. Vice Chairman McClure also expressed concern with eliminating the Board Unallocated Account. Although he supports Option A, he asked staff to consider establishing a fund for emergencies. He also believes it is important to discuss long-term plans. Staff is seeking guidance for the current STIP update, but if additional revenue is not secured, the Board will need to discuss its highest priorities for funding and determine what additional programs may need to be reduced.

Vice Chairman McClure made a motion, seconded by Member Miller, to approve the following resolution:

RES. NO. ITB08-17

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

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

WHEREAS, the Department's goal is to maintain 82% of State Highway System pavements in good or fair condition; and

WHEREAS, the Pavement Team estimates that $85 million annually of pavement preservation and $50 million annually of pavement restoration activities are required to meet and maintain this goal; and

WHEREAS, projected federal revenues for capital investments in FY09 to FY13 are flat; and

WHEREAS, projected state funding for capital investments are declining; and

WHEREAS, program levels already fully utilize all projected revenue; and

WHEREAS, the Expansion Program contains commitments for federal obligation of GARVEE debt service, for federal advanced construction payback for projects underway, and for Practical Design projects with efficiencies optimizing funding for roadways; and

WHEREAS, the Board has appreciated the numerous comments from the public in support of continued funding for long supported federal programs such as the Surface Transportation Program – Enhancements and Congestion Mitigation and Air Quality Programs; and

WHEREAS, the Board will continue to re-evaluate funding options as new funding information becomes available; and

WHEREAS, the program levels presented in the April 2008 Board meeting as Option A minimize delays to existing projects and programs in the STIP, while continuing the Department's funding for core programs preserving the State Highway System.

NOW THEREFORE BE IT RESOLVED, that the Board selects the program levels presented in the April 2008 Board meeting as Option A, as shown as Exhibit 357, which is made a part hereof with like effect, for programming projects in developing the Draft FY09-13 Statewide Transportation Improvement Program to be reviewed again by the Board in June 2008 and published for public review and comment in July 2008.

Member Miller expressed support to continue funding the Local Program. He believes maintaining a good relationship with local officials is important. Member Sweeney said future discussions should include reducing the GARVEE Program. With reauthorization of the federal transportation bill coming up, ITD's federal funding is unknown. Reauthorization may impact decisions on the GARVEE Program. He believes all Programs should be considered for funding cuts. Member Blick concurred, but added that he is committed to the GARVEE projects that have been authorized to date.

The motion passed 4-2 with Members Blick and Sweeney dissenting.

MEMORANDUM NO. 2

CHIEF OPERATIONS OFFICER MEMORANDUM

DATE: 12/19/13

SUBJECT: HIGHWAY SAFETY IMPROVEMENT PROGRAM

FOR SPECIAL ATTENTION OF: District Engineers

DATE OF REVIEW: 12/19/14

COO Memo – Highway Safety Improvement Program

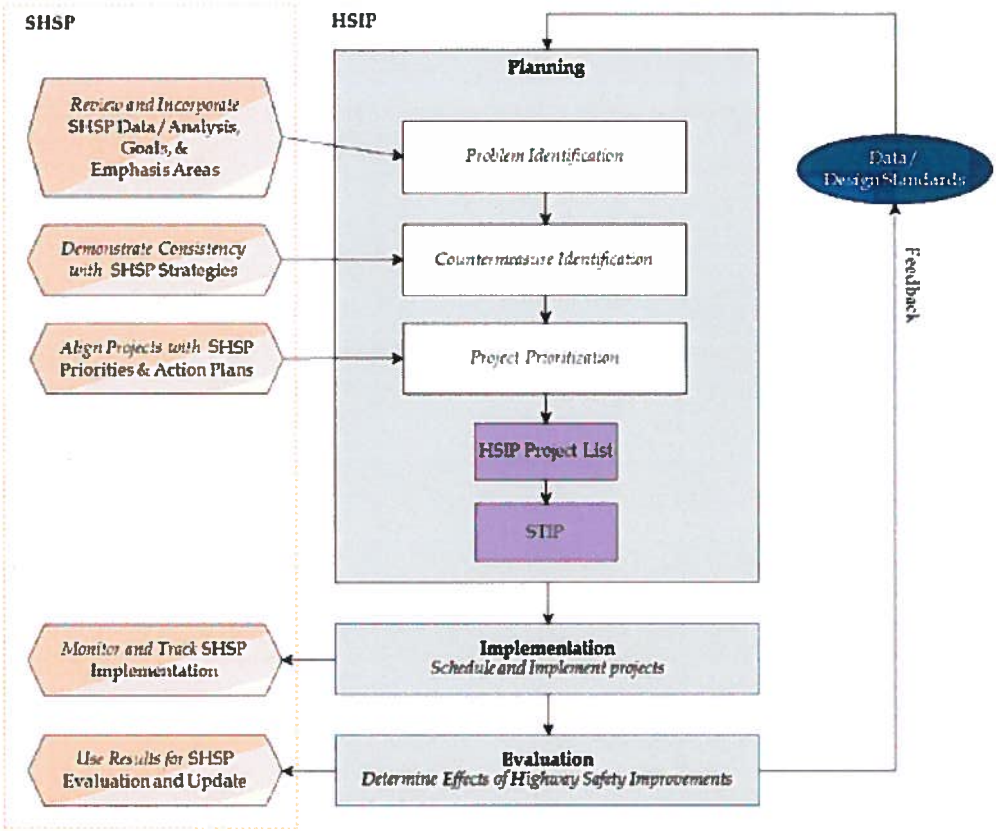
This memo supersedes paragraph 2 (Safety) of Chief Operations Officer Memorandum No. 1 (COO No. 1) dated April 18, 2012. All other portions of COO No. 1 remain in full force and effect.

Highway Safety Improvement Program Administration:
The Highway Safety Improvement Program (HSIP) emphasizes a safety data-driven, strategic approach to improving highway safety that focuses on eliminating deaths and serious injuries resulting from traffic crashes. To be eligible, projects must be consistent with the strategies in Idaho's Strategic Highway Safety Plan, align with the project criteria outlined in MAP-21, and must be safety data driven. Projects must correct or improve a corridor, location, or address a highway safety problem using a systemic approach.

Highway Safety Improvement Program Project Selection:
Highway safety improvement projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. (23 USC 148(c)(2)(B)). The general framework for the identification and analysis of highway safety problems and counter-measure opportunities is defined by the Highway Safety Corridor Analysis program. This framework is consistent with general roadway safety management practices in that ITD:

- Identifies safety problems either through a safety corridor analysis, site specific locations or systemic approach;
- Identify countermeasures to address those problems;
- Create projects for construction programming; and
- Evaluate projects to determine effectiveness.

The following graphic shows how a strong underlying data driven foundation interacts with a Strategic Highway Safety Plan and the Highway Safety Improvement Program:



ITD's use of the Highway Safety Corridor planning and prioritization process should be utilized to identify locations for highway safety projects.

After the Districts and Local Highway Technical Assistance Council (LHTAC) have submitted the proposed projects into the program update, the projects will be combined by the Office of Transportation Investment (OTI) for review. Final review by the Division of Highways will verify the projects selected are safety data driven, align with the Strategic Highway Safety Plan (SHSP) and align with the criteria and intent of MAP-21.

The Districts are responsible for proposing eligible projects for input into the HSIP, and then submitting the selected HSIP Projects via ITIP to OTI. Projects are not final until the compiled proposed program is received from OTI, prioritized and specific projects selected, and approved by the Division of Highways.

Transparency Act Implementation
Office of Transportation Investments
December 29, 2010; March 27, 2013

Background and Definitions

The Federal Funding Accountability and Transparency Act (FFATA) requires that all federal awards be posted on-line for public transparency. The FHWA and FTA have been reporting these obligations for ITD at USASpending.gov since FFATA was passed. ITD is listed as the recipient (awardee) in this system for both FHWA and FTA obligations. A wrinkle was added via recent OMB and FHWA guidance requiring ITD to enter, via FSRS, sub-award information that is unavailable to the FHWA or FTA at the time of obligation. Sub-award information must be reported by the end of the month following the award month.
http://www.whitehouse.gov/sites/default/files/omb/open/Executive_Compensation_Reporting_08272010.pdf

Definition of Award in the Federal Sub-Award Reporting System (FSRS):
From a reporting perspective, federal awards made to ITD are obligations by project number and appropriation code. An example federal award identification number (FAIN) is 16L1CEA009883 where:

1. 16 indicates an Idaho award (16 is our state code),
2. L1CE indicates the federal program (BRIDGE 85% ON/OFF S-LU Extension), and
3. A009(883) is the federal project number for Key No. 09883 (I-15B, MCCAMMON IC BR, BANNOCK CO).

In an effort to aid ITD, FSRS is pre-populated from USASpending.gov at the end of each month with ITD obligations made in that month for new awards made since October 1, 2010. For quality control purposes, we have duplicated through reverse-engineering the query likely being used by FMIS for pre-population; new awards are defined as the "first function approval date" (both in PJT and FMIS) > October 1, 2010 with FA > $25,000 for each combination of project number and appropriation code.

Definition of Sub-Award in FSRS:
The Financial Attack Team (FAT), FHWA Division, and RDE have discussed and agreed that an obligation (award) is deemed a sub-award when ITD loses programmatic control over use of funds at the time of obligation (award) or loses end oversight at the time of expenditure to ensure that funds are expended for the awarded purpose; i.e., ITD functions essentially as only a trustee. Some examples of sub-awards at the time of obligation are:

a. Recreational Trails - programmatic control and end oversight transferred to Idaho Parks & Rec,
b. Metropolitan Planning - programmatic control and end oversight transferred to MPOs,
c. City Landscaping - programmatic control and end oversight transferred to Idaho Dept. of Lands,
d. Research - end oversight transferred to other DOTs, universities, etc.,
e. Safe Routes to School Non-infrastructure - end oversight transferred to local entities,
f. T2 Center - programmatic control and end oversight transferred to LHTAC, and
g. DBE Supportive services - end oversight transferred to local entities (final designation pending).

Not obligations for:
h. Services rendered to ITD for professional service agreements or contract construction; including LHTAC preliminary and construction engineering,

i. Specific local projects vetted in STIP and constructed with ITD resident engineer oversight (including SR2S infrastructure projects), and
j. Environmental Services Agreements - programmatic control and end oversight maintained in ENV section.

Required Elements:
Required sub-award elements within FSRS include sub-awardee active DUNS, name, address, and potentially executive officer compensation if applicable to the entity.

Reporting Process

Designation of Sub-Awards and Sub-Awardees:
An obligation is deemed a sub-award per the following two questions:
1. Does ITD have programmatic control over the use of funds at the time of obligation (award)?
2. Does ITD provide end oversight to ensure that funds are expended as above; following all federal regulations?

If the answer to both is "Yes" then the obligation is not a sub-award. If the answer to either is "No" then the obligation is designated a sub-award with the project sponsor being the sub-awardee. The answer to these two questions may change during project development as project administration and funding arrangements are negotiated and finalized. Consequently, designation can only be determined for certain at the time a state/local or cooperative agreement is written.

For the purposes of FSRS reporting however, a sub-award is not equivalent to an agreement. FSRS defines a sub-award as a unique combination of federal project number and appropriation code. Consequently, while designation of the sub-awardee can be determined at the time the agreement is written, the actual sub-award is defined and executed at the time of obligation.

DUNS Number:
Each sub-awardee must obtain and maintain an active DUNS number. DUNS numbers may be obtained for free at http://www.dandb.com/free-duns-number/. Registering at http://www.sam.gov will ensure that sub-awardee information will populate in FSRS.

ITD-0414 "Sub-Awardee Reporting for FFATA" Form:
This form provides all of the sub-awardee elements required for FSRS reporting. This information is kept per sponsor within OTI with the DUNS number placed in the PJT sponsor table. The form must be submitted annually to update executive compensation data or to document the annual exemption to this requirement. This form may be distributed to sub-awardees in several ways depending on when the programmed obligation or pending ITD-2101 obligation is deemed a sub-award. Early designation allows for early notification to project sponsors (sub-awardees) of reporting requirements.

Designation Upon Project Application
There are routinely a small number of projects within the statewide competitive programs of Safe Routes to School (SR2S), Enhancement, and Congestion Mitigation & Air Quality (CMAQ) that can be deemed sub-awards at the time of application. Specific examples include non-infrastructure SR2S projects, City Landscaping enhancement projects, and sweeper truck purchases within the CMAQ program. The Program Team leads include the ITD-0414 within these application packets including

verbiage identifying which project types are sub-awards. The ITD-0414 form is forwarded to OTI upon successful application to the respective program.

Designation Upon STIP Approval

Several reoccurring projects are known to be sub-awards to specific sub-awardees in advance of obligation so can be identified at the time of STIP approval. OTI.P&P reviews all projects with programmed obligations in the current year of the STIP that can be designated as sub-awards at that time. These projects are added to the Sub-Award KeyNo group in PJT for staff disclosure. The attached form letter and ITD-0414 are then sent to the sponsors of the projects so designated. Upon receipt, OTI.P&P will file the ITD-0414 by sponsor and record the DUNS number in the PJT sponsor table.

Designation Upon Agreement

Project funding and administration arrangements are often not finalized until the time a state/local or cooperative agreement is written. For projects not already-designated per above, Road Design includes an ITD-0414 within the agreement for sub-awards and forwards the completed for for OTI.

Obligation of Sub-Awards:

All projects with sub-awards are tagged in PJT as "FFATA Sub-Award". OTI.Funding codes sub-award obligations with a phase code of "TB" (Trustee and Benefit). The ITD-2101 is not signed by OTI if an ITD-0414 for the project sponsor for the current federal fiscal year is not on file. In this case, OTI.P&P is notified to resend the ITD-0414 form to the project sponsor (sub-awardee) for completion.

FSRS Reporting:

The FSRS system is pre-populated from FMIS with obligation (award) information from the prior month around the 20th of the following month. OTI.P&P enters sub-award information (from the ITD-2101) and sub-awardee information (from the ITD-0414 on file) into FSRS for corresponding obligations designated as "TB" within PJT. OTI.P&P e-mails ITD and FHWA management at the end of the month indicating sub-awards made during the preceding month.

Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)

ITD 0414 Rev. 11-15
itd.idaho.gov

As required by the Federal Funding Accountability and Transparency Act ("Transparency Act" or "FFATA" per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data[1].

The following information must be reported for prime awardees and sub-awardees[2]:

Sub-Awardee DUNS[3]	Sub-Awardee Name		
Address	City	State	Zip Code

Names and total compensation of the five most highly compensated officers of the entity must be listed if:

- the entity in the preceding fiscal year received 80 percent or more of its annual gross and revenues in Federal awards; and
- the entity in the preceding fiscal year received $25,000,000 or more in annual gross revenues from Federal awards; and
- the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Name	Total Compensation[4]
1.	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above	

Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.

2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.

3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.

4. ''Total compensation'' means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds $10,000.

Completed By (Sub-Awardee's Printed Name)	Title	FFY
Signature	Date	

APPENDIX G

TRANSPORTATION FUNDING CATEGORIES

For more information about Federal-aid funds, please see the FHWA's *Guide to Federal-Aid Programs and Projects:*

http://www.fhwa.dot.gov/federalaid/projects.cfm?progProj=curr

APPENDIX H

PUBLIC INVOLVEMENT

.

ITIP Public Comment Process

JUL

Solicitation for ITIP public comments
(30-Day Open Public Comment period)

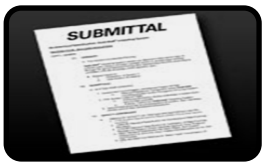
Comment submitted by public & stakeholders to ITD/MPO/LHTAC

ITD/MPO/LHTAC considers comment and analysizes if ITIP should be modified

ITD/MPO/LHTAC officially responds to comment

ITD/MPO/LHTAC logs comments and responses

AUG



ITD/MPO/LHTAC submits their Public Involvement Report to the Office of Communications *(by August 17th)*

SEP

ITD Board considers the Annual Public Invovement Report *(on September 21st)*

OCT

The Annual Public Invovement Report is given to FHWA for concurrence *(by October 15th)*

FY 2017-2021 ITIP Public Involvement Expectations

ITD has long been committed to the concept of public participation. A public participation process has been developed which offers the citizens of Idaho the opportunity be fully integrated within transportation planning, to be informed early in the process and asked often to comment on their transportation issues and needs. This Public Involvement Process enables stakeholders and citizens to be informed, engaged and involved.

Need assistance?

Adam Rush
Office of Communications
334-8119

Sonna Lynn Fernandez
Planning Services
334-8209

Although public involvement is a year-round activity, all state DOTs are required by the FAST Act to set aside a formal 30-day public involvement timeframe for stakeholders to comment on the draft ITIP before it is approved by the ITD Board in September/October. There are important dates and activities necessary for each District to be aware of surround this timeframe. The flowing shows the anticipated open public comment period timeframe for the FY2017-2021 ITIP Update. As we get closer, these dates will be solidified and the Districts will be informed of exact dates.

Important Dates and Activities

June 24th Reporting Form Sent

- The Friday before the open Public Comment Period will begin, Planning Services will send to each District Planner and Public Involvement Specialist a copy of the Microsoft Excel Public Involvement Reporting File spreadsheet that will include fields of information of the date, event name, location, approximate number of people in attendance, topic, and any general comments

July 1st – 30th ITD's Open Public Comment Period

- The Office of Communications will advertise in a variety of ways the comment period for the state. Any comments received from the ITIP Comment website or sent to headquarters will be received by the Office of Communications and forwarded to the appropriate district/MPO/LHTAC staff for a response. Once the comment has been received, district staff should consider it and action taken. ITD/MPO/LHTAC staff is required to respond to the writer what action has or will be taken: no action and why; action taken and why; future consideration and why. Keep a copy of the original comment and its corresponding response to be turned in later.
- During this time, District/MPO/LHTAC staffs are asked to meet with their local constituents, stakeholders, committees, forums, groups, etc. to share the draft FY2017-2021 ITIP. All meetings and ITIP public outreach activities held during this time should also be logged in into the Public Involvement Reporting File. If there is any documentation (agenda, meeting notice, advertisement, or newspaper articles) please keep a copy and send with the report. Make sure to log each specific or generalized comments made during the event (if possible) from stakeholders.

August 17th Reports Due

- Headquarters, Districts, MPOs and LHTAC will submit their Public Involvement Reporting File containing all ITIP comments and responses as well as any ITIP specific outreach activity documentation to the Office of Communications.
- Headquarters, Districts, MPOs and LHTAC will submit their report on all public outreach activities throughout the year (October 1, 2015 – September 31, 2016) along with any specific outreach documentation that may be available to Planning Services.

- Please send only one combined Public Involvement Reporting File and report from your agency with all of the corresponding documentation.
- Office of Communications and Planning Services will work jointly to create the annual Public Involvement Report for the ITD Board.

September 1st Report Consideration

- Office of Communications and Planning Services will provide Executive Management a draft copy of the Public Involvement Report for consideration.
- Office of Communications and Planning Services will write a Board Agenda Item to be placed on the September ITD Board meeting for review.

October 16th Report Submittal

- By this date, Planning Services will submit the final Public Involvement Report that includes annual public outreach activities as well as the ITIP public comments to Federal Highways Administration for consent.

PUBLIC INVOLVEMENT & ITIP ANNUAL TIMEFRAMES

Integrated—Early—Often

Public Involvement Activities		ITIP Activities
Public Involvement Report due to FHWA	OCT	Federal Fiscal Year begins Oct 1st
Begin Tribal Nation Outreach		5-yr Plan submitted to Legislature
	NOV	STIP/TIPs submitted to FHWA & FTA and ITIP Website updated
Legislative Outreach Meetings	DEC	Anticipated STIP/TIP Approval from FHWA & FTA
		ITIP Program Manual Updated
Ongoing Public Outreach by ITD, LHTAC, and MPOs with Advisory Committees and Boards, Non-Metropolitan Organizations, Tribal Nations, special interest groups, Idaho Legislators, stakeholders and general public	JAN	LHTAC Federal Aid Incentive Program Applications are due
	FEB	ITD Board Workshop
	MAR	LHTAC Federal Aid Incentive Program requests are evaluated
		ITD Board reviews ITIP targets
	APR	ITIP submittals due from Districts, LHTAC and MPOs
	MAY	Statewide Balancing (if needed)
Draft ITIP reviewed by ITD Board prior to public involvement	JUN	LHTAC Federal Aid Incentive Program projects are recommended for the ITIP
30-Day Draft-ITIP public review and comment period	JUL	
Districts, LHTAC, and MPOs consider public comments and modify ITIP if needed	AUG	Executive Management review of final ITIP Changes
District, LHTAC, MPO Public Comment Reports due		
ITD Board considers any changes made to Draft-ITIP based on public involvement and approves FINAL ITIP	SEP	LHTAC Federal Aid Incentive Program Applications are Distributed for next Fiscal Year
		MPO TIP Submittals Due

Public involvement is part of the project planning process, being interdependent and occurring simultaneously.

INFORM: Public involvement is to both educate and receive public input on a plan or project.

ENGAGE: Stakeholders engagement is an ongoing process to find out what social and environmental issues matter most to them.

INVOLVE: Opportunities to involve stakeholders by sharing and collecting information can range from on-to-one meetings to public hearings.

APPENDIX I

2016 STIP PLANNING CALENDAR

.

Version Date: February 4, 2016

PLANNING CALENDAR
Fiscal Year 2017-2021 Idaho Transportation Investment Program (ITIP)

Contact: Jeanette.Finch@ITD.idaho.gov

State Holidays | Sat/Sun | ITIP-Related Activities | Idaho Transportation Board | HQ Training/District Tours | LHTAC Activities | LHTAC Council | URBAN Committee | BTPO | LCVMPO | BMPO | KMPO | COMPASS

FY 2016	Mon	Tue	Wed	Thur	Fri	Mon	Tue	Wed	Thur	Fri	Mon	Tue	Wed	Thur	Fri	Mon	Tue	Wed	Thur	Fri	Mon	Tue	Wed	Thur	Fri
CY 2015 OCT			Begin FFY 2016	Oct 1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30
						BTPO Brd Mtg			KMPO Brd Mtg		Columbus Day		IT Brd @ Boise; BMPO Mtg; LCVMPO Brd Mtg			COMPASS Brd Mtg									
NOV	Nov 2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	31			
	BTPO Brd Mtg				Five-Year Plan to Office of Communication			Veteran's Day	KMPO Brd Mtg		COMPASS Brd Mtg		BMPO Brd Mtg	IT Brd @ Boise					Thanksgiving						
DEC		Dec 1	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31	30
						BTPO Brd Mtg		BMPO Brd Mtg; LCVMPO Brd Mtg	KMPO Brd Mtg	LHTAC Council Mtg			IT Brd @ Boise			COMPASS Brd Mtg				Christmas					
CY 2016 JAN	FY 2016-2020 ITIP Submitted to FHWA/FTA January 6, 2016				Jan 1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
					New Year's Day	BTPO Brd Mtg					Appl. due to LHTAC (Urban, Rural, BR); OTIS Training for Program Update		BMPO Mtg; LCVMPO Brd Mtg	KMPO Brd Mtg		Idaho Human Rights Day		IT Brd @ Boise			District Tours				Applications due to LHTAC (2018 LHSIP)
FEB	Feb 1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29				
	BTPO Brd Mtg			URBAN Committee; OTIS Training				BMPO Brd Mtg; LCVMPO Brd Mtg	KMPO Brd Mtg		President's Day			IT Brd @ Boise		COMPASS Brd Mtg									
MAR		Mar 1	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31	
		Early Development Projects Due				BTPO Brd Mtg		BMPO Brd Mtg; LCVMPO Brd Mtg	KMPO Brd Mtg	LHTAC Council Mtg								IT Brd @ Boise						Balanced District Submissions Due	
	Mon	Tue	Wed	Thur	Fri	Mon	Tue	Wed	Thur	Fri	Mon	Tue	Wed	Thur	Fri	Mon	Tue	Wed	Thur	Fri	Mon	Tue	Wed	Thu	Fri
APR					April 1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
					District Project Submittals Due	BTPO Brd Mtg			URBAN Committee				BMPO Brd Mtg; LCVMPO Brd Mtg	KMPO Brd Mtg		COMPASS Brd Mtg							IT Brd @ D2		LHTAC, AERO, ADA, TAP, TRANSIT, MPO, & HQ Due
MAY	May 2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	31			
	BTPO Brd Mtg; Aero, PT, LHTAC, TAP Projects Due							BMPO Brd Mtg; LCVMPO Brd Mtg	KMPO Brd Mtg		COMPASS Brd Mtg		IT Brd @ D5								Memorial Day	Strategic Intiatives Analysis Due			
JUNE			Jun 1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	
					Draft ITIP for Public Review	BTPO Brd Mtg		BMPO Brd Mtg; LCVMPO Brd Mtg	KMPO Brd Mtg	LHTAC Council Mtg			IT Brd Workshop/Mtg @ D3; ITIP Review			COMPASS Brd Mtg									
JULY					Jul 1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29
					Begin SFY17 || FFY2016 Reprogramming of FHWA Funds	Independence Day					BTPO Brd Mtg		BMPO Mtg; LCVMPO Brd Mtg	KMPO Brd Mtg									IT Brd @ D1		
						30-Day DRAFT ITIP Comment Period: July 1 - 31, 2016					30-Day DRAFT ITIP Comment Period: July 1 - 31, 2016					30-Day DRAFT ITIP Comment Period: July 1 - 31, 2016					30-Day DRAFT ITIP Comment Period: July 1 - 31, 2016					
AUG	August 1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	31		
	BTPO Brd Mtg				FY16 EOY Plan to FY17 ITIP			BMPO Brd Mtg; LCVMPO Brd Mtg	KMPO Brd Mtg		COMPASS Brd Mtg		IT Brd @ D6					FY16 EOY Plan & FY17 Draft Revisions			End of Year Balancing for State and Local (if needed)				
SEPT				Sept 1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30
				FFY16 Obligations Complete		Labor Day			KMPO Brd Mtg	LHTAC Council Mtg	BTPO Brd Mtg		BMPO Brd Mtg; LCVMPO Brd Mtg					IT Brd @ D4; ITIP Approval							