



IDAHO TRANSPORTATION DEPARTMENT

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May 22, 2015

Peter Hartman, Division Administrator
Federal Highway Administration
3050 Lake Harbor Lane, Suite 126
Boise, ID 83703-6217

Richard F. Krochalis, Regional Administrator
Federal Transit Administration
Federal Building, Suite 3142
915 Second Avenue
Seattle, WA 98171

Attn: Scott Frey

Attn: Ned Conroy

SUBJECT: **FY 2015 – 2019 STIP AMENDMENT – May 22, 2015 # H04**

Dear Mr. Hartman:

The list of Highway actions detailed in this amendment was approved by the Idaho Transportation Board during their April and May 2015 meetings. The Kootenai Metropolitan Planning Organization and the Community Planning Association of Southwest Idaho have each updated their corresponding Transportation Improvement Programs (TIPs) to reflect the necessary project changes.

The eight project actions requested in this amendment include adding two new projects, removing one project, delaying one project and increasing costs on four other projects.

The Department requests that these actions be amended to the FY 2015 – 2019 STIP so that funds may be obligated this fiscal year.

No further public involvement or air quality conformity analysis appears to be required. The Idaho Transportation Department certifies that the above actions meet all applicable requirements as described in 23 CFR 450.218 of *Planning Assistance and Standards*, dated March 18, 2011. The STIP continues to be consistent with *Idaho On the Move*; the Long Range Plan as approved by the Idaho Transportation Board in 2012.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian W. Ness', is written over a horizontal line. Below the signature, the name and title are printed.
Brian W. Ness
Director

cc:

D. Jones

B. Rindlisbacher

D. Tolman

J. Krause

N. Hesterman

C. Wonacott

J. Miles

G. Miles

T. Tisdale

D. Allen

D. Kuisti

A. Revis

D. Rigby

E. Bala

E. Bowen

M. OBray

FY 2015 - 2019 STIP Revision

Action	Key/No*	ProgYr	Project Name/Location	Work	Page No.	Public Involvement	By District	By MPO	Approved By Governor	By Fed
Project Adjustments by Key Number (Not in MPO areas)										
3	3546	2015	SMA-7564, A STREET, MOSCOW, STG 2	Reconstruct/Realign			2	N/A	ITB	5/26/2015
Delay from FY15 to PREL \$1.1M FA Lifetime cost, STP-Local Urban Program (fund increases on KN 9854 & 9171)										
1	9854	2015	SMA-7522, 21ST STREET RECONSTRUCTION, HEYBURN	Reconstruct/Realign			4	N/A	ITB	5/26/2015
Increase FY15 \$.9M FA, Lifetime cost \$2.9M FA, STP-Local Urban Program										
1	9171	2015	SMA-7895, SCHWEITZER BASIN CUTOFF RD, SANDPOINT	Resurfacing			1	N/A	ITB	5/26/2015
Increase FY15 \$.2M FA, Lifetime cost \$1.8M FA, STP-Local Urban Program										
3	14010	2015	SH 36, DAYTON RRX	Railroad Signals			5	N/A	ITB	5/26/2015
Remove from FY15 \$42k FA Lifetime cost, STP-Rail Program (Work completed with district maintenance funds.)										
1	14372	2015	LOCAL, ELMIRA ROAD RRX, BONNER CO	Railroad Gates			1	N/A	ITB	5/26/2015
Increase FY15 \$42k FA, Lifetime cost \$573k FA, STP-Rail Program										
KMPO Project Adjustments										
1	18721	2016	OFFSYS, E CANYON RD GUARDRAIL, EASTSIDE HD #3	Metal Guard Rail		KMPO Amendment #3	1	KMPO	ITB	5/26/2015
Increase FY15 \$48k FA, Lifetime cost \$323k FA, HSIP Local Program										
COMPASS Project Adjustments										
2	ORN19415	2015	PLANNING, BICYCLE AND PEDESTRIAN COUNTERS T2	Planning Study		COMPASS Amendment #4	3	COMPASS	ITB	5/26/2015
Add to FY15 \$15k FA Lifetime cost, Other Non-Formula Program										
2	ORN19504	2015	PLANNING, FREIGHT AND PERFORMANCE SHRP2	Planning Study		COMPASS Administrative Modification #5	3	COMPASS	ITB	5/26/2015
Add to FY15 \$225k FA Lifetime cost, Other Non-Formula Program										

* Note: New projects are shown with an OTIS Reference Number (ORN) followed by a system generated 5-digit number (i.e., ORN19415) as a temporary key number. A permanent key number will be assigned to each project (by OTIS) once the STIP amendment is approved and the ITD-1414 downloaded.

Amendment action legend:

- 1) Major scope change to individually listed project in 4-Yr STIP (work, cost, or location)
- 2) New (or advanced from Year 5 or PD) individually listed project with costs programmed in 4-Yr STIP
- 3) Removed (or delayed to Year 5 or PD) individually listed project with costs programmed in 4-Yr STIP
- 4) Major revisions to Group Control Totals
- 5) Delayed from a previous STIP

Acronyms:

- STIP - Statewide Transportation Improvement Program
- KeyNo - Key number used to track deliverables within ITD systems
- ProgYr - Year all funding required to produce deliverable is obligated (usually construction year)
- PREL - Preliminary development (construction outside of 4-Yr STIP but development within)
- OJT/SS - Federal On-the-Job Training/Supportive Services Discretionary Program
- LHTAC - Local Highway Technical Assistance Council
- ITB - Idaho Transportation Board
- DDIR - Detailed Damage Inspection Report (FHWA authorization for emergency relief funding)
- CAO - ITD Chief Administrative Officer

- MPO - Metropolitan Planning Organization
- COMPASS - Community Planning Association of Southwest Idaho (Boise & Nampa MPO Agency)
- KMPO - Kootenai Metropolitan Planning Organization (Coeur d'Alene MPO Agency)
- LCVMP - Lewis-Clark Valley Metro. Planning Organization (Lewiston, Clarkston, Asotin MPO Agency)
- BTPO - Bannock Planning Organization (Pocatello & Chubbuck MPO Agency)
- BMPO - Bonneville Planning Organization (Idaho Falls MPO Agency)
- NUA - Nampa Urbanized Area
- BUA - Boise Urbanized Area
- TIM - Transportation Investment Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

Idaho Division

May 26, 2015

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In Reply Refer To:
HPR-ID

Mr. Brian W. Ness, Director
Idaho Transportation Department
P. O. Box 7129
Boise, ID 83707

Attn: Charlene McArthur, Chief Administration Officer

RE: 2015 STIP Amendment #H04

Dear Mr. Ness:

This is in reply to your May 22, 2015 request for various project changes including two new projects, one project removal, one project delay, and four project cost estimate increases.

FHWA has determined that:

1. The projects are neither intermodal in nature nor of consequence to the State's conformity process and, therefore, FHWA has sole approval authority.
2. No further public involvement is necessary for this action.
3. The proposed amendment is based on a planning process that substantially meets the requirements of Title 23, U.S.C., the Federal Transit Act and 23 CFR 450.

In consideration of the above, STIP Amendment #H04 is approved as requested.

Sincerely,

R. Scott Frey
Transportation Engineer

cc: FTA: Ned Conroy
ITD: Jeanette Finch; Colleen Wonacott