REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 21-22, 1997

The regular session of the Transportation Board meeting convened at 8:10 AM, on January 21, in Boise, Idaho at the Transportation Department. The following principals were present:

Chuck Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member - District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Steve Parry, Deputy Attorney General

December 19-20, 1996 Board Minutes. Member Combo made a motion, seconded by Member McClure, to approve the minutes of the Board meeting held on December 19-20, 1996, as corrected. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
February 20-21, 1997 - Boise
March 26-27, 1997 - Boise
April 17-18, 1997 - District 2
May 15-16, 1997 (tentative dates)
June 5-6, 1997 - District 4
June 20, 1997 - Boise; Statewide Transportation Improvement Program work session

Consent Calendar. Member Combo made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. TB97-01 *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves the following items on the consent calendar: contract awards; condemnation of parcel 36, key 0713; condemnation of parcel 21, key 0685; official minute relinquishing a former section of SH-21; quarterly returned check report; and professional agreements report.

1) Contract awards. The Board acknowledged action on the following construction bids in accordance with Board Policy B-04-01:

US-95, Marsing Port of Entry Passing Lane, key 5650, District 3. Low bidder: Boise Paving and Asphalt - $260,498.

I-15, Blackfoot Rest Area Maintenance, key R503, District 5. Low bidder: Rocky Mountain Services - $117,324.

I-15, Lava Beds, key 6237, District 5. Low bidder: HK Contractors, Inc. - $2,188,452.

Local, Boyer Avenue, Sandpoint Crossing, key 4185, District 1. Low bidder: Interstate Concrete and asphalt, $263,355.

US-95, Little Salmon Slide Repair, key 6837, District 2. Low bidder: POE Asphalt Paving, Inc. - $666,864.

2) Authority to condemn, parcel 36, project NH-F-5116(026), key 713, US-95, District 1.

3) Authority to condemn, parcel 21, project NH-F-3112(033), key 685, US-95, District 3.

4) Official minute relinquishing former section of SH-21, District 3. With the opening of the new alignment from I-84 to Diversion Dam, the portion of former SH-21 is relinquished from the State Highway System to the Ada County Highway District effective February 1, 1997. The official minute is shown in Exhibit 176 which is made a part hereof with like effect.

5) Quarterly returned check report. A total of $17,294,263 in checks were received by the Department in the second quarter of FY97. The value of returned checks was $17,865, or 0.1033%. Of that, a total of $15,928 was collected for a collection rate of 91%. Compared to the second quarter in FY96, a higher percent of returned checks with a greater collection rate was experienced.

6) Professional agreements reports. Payments for engineering consultant agreements amounted to $150,308.37 during December 1996 and general consultant agreements equalled $53,885.00 for a grand total of $204,193.37.

Request for Consultant Services, Blacks Creek Rest Area, I-84, IM-IR-84-2(032)62, Key 4160, District 3. Consultant services were requested to design the Blacks Creek Rest Area in District 3 because staff believes that it would be more efficient to have the consultant design the entire project rather than just the buildings. When designing both the roadway portion and the buildings, the consultant will be able to locate utility stubouts in the most efficient areas for best utilization of the buildings and the surrounding area. Total project costs are $4,480,000 for this FY01 project.

Vice Chairman Mitchell asked that this item be revisited in conjunction with the annual safety rest area status report. (See later minute entry.)

Board Items. Several months ago, Chairman Winder and Member Combo attended a meeting at the Idaho National Engineering Laboratories. One of the topics of the meeting was electric cars. Member Combo asked staff for preliminary information on how the utilization of electric cars will impact the Department's revenues and what other states are doing in anticipation of reduced revenue from fuel tax.

Currently Idaho does not have a method to tax electric cars, according to Transportation Planner Mark McNeese. FHWA is following this issue as it could become a problem. One option would be to tax mileage instead of gallons of fuel. Economics and Research Manager Doug Benzon said there are currently two electric vehicles on the Idaho registration database. Staff will monitor this issue, stay informed of other states' activities in this arena, and keep the Board updated on the development and use of electric cars.

Director's Items. Director Bower informed the Board that the Governor's FY98 budget recommendation includes general funds for the Department of Parks and Recreation to maintain the Coeur d'Alene Lake DriveTrail.

A video of the recent flood, mud slide, and snow slide damage in western Idaho was viewed. Early this year, US-95, SH-55, SH-21, and old highway 17 were closed because of the storms. At the request of House Transportation and Defense Committee Chairman Kempton, Director Bower gave a presentation to the joint germane committee on the flood activities, and the video was shown at that meeting. A rough estimate of the repair costs is $16 million on the state system, $10 million on old highway 17, and $16 million on the other locals roads, with the state's match approximately $5 million. There is $2 million left from the 1996 north Idaho floods that has not been reverted to the restricted account that, with legislative approval, could be used. The Department will request $3 million from the Petroleum Clean Water Trust Fund Account for the remaining match. He added that teams are still out in the field estimating the costs of repairs needed.

The Board members commended the Department for a job well done in responding to the disasters. Chairman Winder added that the public has been very supportive of ITD during this time.

Last week Director Bower attended the Transportation Research Board meeting in Washington, DC. This completed his three-year term on the executive committee. While in the capitol, he met with the five-state coalition's consultant, John DeVierno, to discuss the reauthorization of ISTEA. He also met with three of Idaho's four congressional delegations' staff on the reauthorization of ISTEA. Special projects were also discussed, and the Department was asked for a list of candidate projects. When the list is compiled, it will be shared with the Board.

The Department will give its FY98 budget presentation to the joint germane committee on January 28 and to the Joint Finance and Appropriations Committee (JFAC) on January 30.

Earlier Director Bower reported on a misbooking at the national level of obligation authority in the amount of approximately $1.4 billion. The comptroller recently ruled that the states that lost the money should not have lost it. President Clinton concurred with that ruling, which now must go to Congress. If this passes, ITD could receive approximately $6 million in additional obligation authority for FY97.

The Chief Engineer's team on size and weight certification is making good progress. Director Bower said four of the findings can be resolved administratively, such as through policy changes and training, while the fifth item needs to be handled legislatively. Legislation has been drafted for the multiple offenses issue. He commended the team for its work. He also reported

that the legislative interim committee on Ports of Entry never completed its work, however, he believes some legislation will be forth coming, as a result of earlier meetings.

Briefing on FY98 Budget Presentation. ITD's FY97 budget supplemental request has been approved by JFAC, according to Budget, Policy, and Intergovernmental Relations Affairs Manager (BPIRM) Mary Detmar. The Governor recommended a change in employee compensation of 2% while the Department's request was for a 5% change. The Governor's recommendation included 2.8% for inflation, however, the new capital outlay request was cut. Staff plans to meet with the Division of Financial Management staff to explain the Department's need for this equipment.

Update on Legislative Issues. BPIRM Detmar updated the Board on ITD's legislation as well as other legislation that may impact the Department. She reiterated the Supreme Court decision that the one cent per gallon transfer fee now being collected on the delivery or storage of all petroleum products in Idaho is a tax and the money accumulated in the account must be appropriated by the legislature. Staff has met with local officials on this issue and agreed that 80% of the funds, deemed to be highway-related, should be distributed through the new restricted account.

BPIRM Detmar said another bill on bonding for US-95 has been proposed. Chairman Winder asked staff to look at the amount of money that has been spent on US-95 annually and consider utilizing that amount to retire a long-term debt or bond for improvements to US-95.

Financial Statement. Deputy Director Keith Bumsted said the Department is on course with its budget, and state revenue is higher than anticipated. In the Restricted Disaster Fund, $2,500,000 which had been identified for reversion to the Highway Distribution Account has now been restored to the Restricted Disaster Fund in anticipation of the need for matching funds for repairs due to the January 1997 floods in southwestern Idaho.

Scenic Byway Advisory Committee Information Session. The Committee's chairman, Jack Lavin, reported on the accomplishments in 1996, including the successful Scenic Byway grant application to FHWA for $132,000 to produce corridor management plans for the Sawtooth Scenic Byway and the City of Rocks Back Country Byway; publishing the Idaho Scenic Byways Program booklet and dispersing it throughout the state to inform public and private entities of Idaho's Scenic Byway Program; and publishing the award-winning brochure "Taking the Scenic Route, *A Guide to Idaho's Scenic Byways*" and disseminating nearly all of the 25,000 copies.

The Committee is soliciting funds from various agencies to produce an updated version of *"Taking the Scenic Route"* brochure. Mr. Lavin expressed appreciation to the ITD staff for logistical support and assistance.

The Board thanked Mr. Lavin for the update on the Scenic Byway Advisory Committee's activities and for the time committed to this committee.

FY97-99 Statewide Transportation Improvement Program (STIP) Update Process. This year's planning process will replicate the same goals as last year--coordinated modal, MPO and

district planning processes which are district-oriented and promote increased public involvement. The STIP calendar has been expanded to a planning calendar depicting all major planning activities and meetings known to date.

Transportation Planning Administrator Ray Mickelson expressed concern with the Association of Idaho Cities' (AIC) proposed legislation to create regional transportation planning organizations. This legislation could change the Department's current STIP process. DE Meyer elaborated on the close working relationship that has been established with local entities.

Annual Report on Division of Aeronautics Activities. Division of Aeronautics Administrator Bart Welsh and appropriate staff presented the annual report for the Division, including the budget, statistical information for the state, and division activities. Use of the aircraft pool was up from 1995.

Member Smith, the Division of Aeronautic's Board liaison member, expressed satisfaction with the current balance of airplane pool usage and hourly rates charged by the Division. He believes it is operating effectively and should continue on its current course. The other members concurred and thanked the staff for the presentation. The Board also thanked the Aeronautics Advisory Board (AAB) members, Bill Parish, Harry Merrick, and Bob Hoff, for their attendance at the Board meeting as well as for their dedication and service to the AAB.

Airport State Grant History. The Division of Aeronautics has a program to provide financial assistance to airports, which fall into two broad categories, commercial service airports which are served by commercial airlines, and general aviation airports which are smaller airports not served by commercial airlines. The distribution formula for support grants has been adjusted over the years, based on available resources and fairness to all airports. For several years, commercial service airports were not included in the grant allocation process because they had other sources for funds not available to general aviation airports.

The total amount of grant moneys available for distribution has risen from $100,000 in FY85 to $1,037,000 in FY97. The Transportation Board decided to distribute part of the grant money to the commercial service airports beginning in FY93. The formula was to take 15% off the top for commercial service airports. The commercial airport managers decided to set up a rotation schedule for distribution of funds, giving each a larger amount of money when it was their turn.

In FY97 another program was established to grant assistance to commercial airports equal to one half of their required match for federal airport assistance. The remaining available funds provide for general aviation airport grants divided into two categories. First, the airports and/or projects that are eligible for federal assistance. State funds are provided on the formula of one half of their required match for federal assistance. The second category includes those airports and/or projects that are not eligible for federal assistance. In most cases the requests for project funding exceeds the amount of available money. In these cases, some projects become scheduled for future years and some projects are postponed indefinitely pending additional available resources.

Update on Board Subcommittee on Additions/Deletions to the State Highway System. Member Smith reported that two exchanges are almost ready for submitting to the Board for consideration. Joe Haynes, Administrator, Local Highway Technical Assistance Council, will soon have a proposal on the removal of SH-40, approximately 2.5 miles, from the state highway system. DE Meyer has made progress on the proposal to acquire the Mountain Home to Grand View Road, and should have a recommendation before the Board in several months. Member Smith said Mr. Haynes has done a lot of work for the subcommittee and thanked him for his efforts.

Member McClure believes the subcommittee has a good start on this issue, but added that it is a long, time-consuming process that needs to be done on a statewide basis. The consensus of the Board is that the subcommittee is doing a good job and is moving in the right direction.

Delegation - Stanley Chamber of Commerce. Sheldon Hentschke, representing the Chamber of Commerce, thanked the Board members for their time. The proposal to close SH-21 after the first avalanche, or threat of, and keep the road closed until spring, or the avalanche danger has completely subsided, would have a negative impact on the Stanley area. He suggested moving the current Lowman maintenance yard closer to Stanley to make it easier on the Department. He requested a policy from ITD that it will do its best to keep SH-21 open. In conclusion, he said Stanley and central Idaho is a critical part of the state and needs to be considered when this proposal is contemplated.

Andrea Hess, general manager, Mountain Village Resort, Stanley, provided letters of support to keep SH-21 open, not only for economical reasons, but personal reasons too.

Chairman Winder reiterated the issues that need to be addressed, including economics, the safety of the traveling public, and the safety of ITD crews. Assistant District 3 Engineer (ADE) Steve Hutchinson said the traffic counts include a lot of ITD vehicles. He believes the state has been fortunate with no avalanche fatalities to date, but he expressed concern for the maintenance personnel in that area. Earlier this month the Department scheduled three public information meetings on the proposal to keep SH-21 closed during avalanche danger, but because of the recent floods and road closures, those meetings have been delayed until early next month. ADE Hutchinson would like to inform the public of what the Department is doing, emphasize the safety concerns, and gather public input to determine if other methods or options might be feasible.

Forecasting avalanches is a guess, according to Idaho City Maintenance Foreman John Hileman, particularly with 54 avalanche chutes along this stretch of highway. Conditions vary from year to year, depending on factors such as snow pack and temperatures, which also makes avalanches difficult to predict. In response to whether the Department has considered controlled avalanche methods, Mr. Hileman said yes, but those methods are expensive. Additionally, more snow would probably end up on the roadway than by a natural avalanche, and more rocks and trees would probably come down.

Chairman Winder thanked the various individuals for the testimony.

Annual Safety Rest Areas Status Report and Updated Planning Map. Maintenance Engineer Clayton Sullivan outlined the changes proposed and status of ITD's rest areas. There are 23 rest area locations on the state highway system. The Department has caretaker maintenance contracts on 20 of the rest areas and associated grounds, with nine of the rest areas having caretakers on site. Three of the rest areas are closed from five to eight months during the winter or during periods of low usage.

The Lolo Pass Rest Area/Interpretive Center is programmed in FY99. This is a cooperative project with Montana Department of Transportation, and the U.S. Forest Service.

The request for consultant services to design the Blacks Creek Rest Area was revisited. The annual rest area report outlined a project this April to perform upgrades and maintenance in the water and sewer systems, as well as interior and exterior improvements on the restroom buildings. Vice Chairman Mitchell questioned the need for this 1997 project in addition to the $4.5 million project scheduled in FY01. He also expressed concern for an expensive rest area project when there are so many highway needs throughout the state. As long as the rest area is operational, Member Smith believes it should be maintained and kept open for public use.

The consensus of the Board was to table the request for consultant services until more information was provided, including a time line to design and build the facility.

The Malad Gorge Rest Area/Interpretive Center, a joint project with the Department of Parks and Recreation, is programmed in FY98, contingent on allocation of enhancement funds by Congress in 1997. Mr. Sullivan reported that there has been some public opposition to this facility, particularly the location of the parkway entrance. Motorists will travel on a local road a short distance to enter the park, which could have an adverse impact to the road and create safety concerns. District 4 Engineer (DE) Larry Van Over thought the Department of Parks and Recreation had changed the parkway entrance, and added that ITD would provide adequate signage for the local roads. He said several public information meetings have been held, with another one scheduled in February. The public's concerns will be addressed.

The East Burley Rest Area, planned for construction in FY00, will primarily serve as an entrance or gateway rest area into south central Idaho. Mr. Sullivan relayed public opposition to the location of this rest area. DE Van Over said the District has been working closely with the Mini-Cassia Transportation Committee on this facility. The Declo Interchange location, exit 216, was the Committee's recommendation. The District is in the process of interviewing consultants to design this facility, then public information meetings will be held.

John Webster, manager of the Burley Inn, said a number of service-oriented businesses in the area oppose the location. There are ample facilities nearby and he believes this proposed rest area will have a negative economic impact to these businesses. Additionally, he does not believe the public was well informed on this proposed facility.

Chairman Winder thanked Mr. Webster for his attendance at the meeting and for his comments. He encouraged Mr. Webster to work with the Mini-Cassia Transportation Committee on this issue.

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

RES. NO. TB97-02 Whereas, Board Policy B-05-14, Safety Rest Areas, requires the Chief Engineer to prepare and submit annually an updated rest area planning map, along with a brief status report, to the Board for review and approval; and

WHEREAS, additional and more improved roadside rest areas are needed on the state highway system to provide motorists convenience and safety; and

WHEREAS, the cost of constructing and operating rest areas is significant while limited funding is available for new rest areas, considering the backlog of highway improvement and maintenance needs; and

WHEREAS, opportunities are arising for joint development and operation of rest areas with other agencies which could reduce the cost impact of new rest areas on highway funding; and

WHEREAS, commercial activities in rest areas, in particular, those rest areas with visitor information centers, could help reduce costs of rest area operations.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the updated rest area planning map dated January 1997, and the rest area status report; and

BE IT FURTHER RESOLVED, that ITD staff should actively pursue partnering when opportunities allow with other agencies in the development and implementation of new rest areas identified on the rest area planning map with costs shared on an equitable, if not equal, basis between all partners and that such partnering projects shall be presented to the Board annually for considera-tion along with proposals for all other capital improvement projects; and

BE IT FURTHER RESOLVED, that ITD staff is directed to explore means of acceptable and appropriate commercial activities in rest areas which could complement motorist services, conveniences, and offset rest area operational costs to the State.

The 200th anniversary of the Lewis-Clark expedition will be celebrated in 2005. Because their journey crossed Lolo Pass, Director Bower would like to see the Lolo Pass Rest Area developed on a larger scale and constructed by that time. Mr. Sullivan said plans are going well for the facility, scheduled in FY99, and that the U.S. Forest Service and U.S. Parks and Recreation Department are actively involved.

Efficiency Measure Review: Managing Equipment Acquisition. A report on the economic feasibility of reducing the Department's equipment budget while maintaining an adequate complement to meet the needs was presented in November. Staff was asked to revisit this issue and consider other options.

Several types of motor vehicles were purchased in FY96, according to Equipment Superintendent Steve Spoor. The Division of Purchasing requested a bid for the leasing of mid-size sedans, 4 x 4 3/4 ton pickups, and 3/4 ton Suburbans. The two contract prices were compared and for all three cases, purchasing equipment yielded a net lower monthly cost to the Department than leasing. Miscellaneous equipment that was analyzed included 10 cubic yard dump/sander trucks, rotary snowplows, underbridge inspection units, medium crawler tractors, and vibratory rollers. Owning this type of equipment is less costly than leasing.

The Board reviewed a list of equipment types, monthly depreciation, monthly lease amount, and where appropriate, the monthly cost associated with the buy-back purchase. Based on the information, the cost associated with leasing equipment that ITD utilizes on a daily basis exceeds the cost of ownership by as much as 10 times. Leasing and renting some extraordinary equipment is very economical on a short term basis, however, owning the majority of the equipment appears to be the most economical approach to filling the equipment complement needs.

Privatization of some of the various maintenance activities will affect the equipment complement and the costs associated with owning and operating an equipment fleet. Privatizing activities such as road side mowing and herbicide application will eliminate the need for ITD to own this type of equipment.

By investigating other states' equipment management practices, and learning about the various programs they utilize, it was determined that the best solution is to develop and implement an equipment revolving fund. This is funded by the use and depreciation of the existing equipment complement with the cost of replacement included in the rental rate. Equipment costs are recovered through the use of a dual rental rate system. The operating rate takes into account all costs associated with the operation of the equipment. The Department is pursuing this method.

Options to Improve Kelly Bean Corner, SH-25, District 4. DE Van Over explained several options to improve the Kelly Bean Corner in Rupert, including a traffic signal, three-way stop sign, and various new alignments. To date the best option appears to be extending SH-24 south to Scott Avenue, creating a new alignment, and improving a street approach on the east side of SH-25. A number of players have been contacted on this option and support it, including the mayor. The District will continue pursuing this alternate and hopes to start design on this FY99 project soon.

The Board thanked DE Van Over for the update and the progress made on this issue.

WHEREUPON the Board meeting recessed at 4:50 p.m.

January 22, 1997

The Transportation Board meeting reconvened at 8 AM at the Transportation Department in Boise on Wednesday, January 22. All members were present, including Member McHugh.

Report on Sandpoint Bypass, US-95, and Improving Traffic Flow through Downtown, District 1. CE Ross provided a brief history of the Sandpoint bypass project. Currently, some concerns are being addressed in the Environmental Impact Statement (EIS) for the Sand Creek alternative. The final EIS must be completed by May 1997, otherwise it will need to be revisited. CE Ross believes staff will have the EIS finished by this date. Staff is still working on several issues with Burlington Northern Railroad. A decision will need to be made on the historic railroad depot, such as moving it or dismantling it. Work is continuing with other resource agencies, such as the Division of Environmental Quality on water quality concerns. The Department will continue its focus on the Sand Creek alternate route.

District staff has been working closely with the Bonner County Transportation Team to address traffic flow through Sandpoint. Truck traffic creates bottlenecks, particularly in summer. An independent study of the downtown area was suggested. Because the District does not have the resources to fund the study, the city was asked to contribute $5,000, or 25%. The city declined to provide funds for the study. CE Ross believes the city should be involved in developing solutions to the traffic problems.

In response to the completion date for the Sand Creek project, CE Ross said the project has not been programmed yet. Approximately $15 million is programmed in Preliminary Development for this estimated $67 million project. Vice Chairman Mitchell believes the original project was for a four-lane highway, but because a survey reported that 85% of the traffic is for downtown Sandpoint, a two-lane alternate route would be sufficient to handle the through traffic. Because of the cost of the alternate route, Chairman Winder recommended developing an interim solution. Member Combo said interim solutions are often perceived as final solutions. Member Smith questioned the feasibility of staging the alternate route project so some progress could be made. CE Ross thought that was a possibility. Staff will continue studying ways to move traffic more efficiently in downtown Sandpoint, continue working on the environmental document for the Sand Creek alternate route, and continue working with the Bonner County Transportation Team and the community to develop the most economical solution to the city's transportation needs.

Request to add the Reid's Corner Project to the State Restricted Program, SH-3, District 1. At the north end of the Emergency Relief project, SH-3 St. Joe River Road to Meadowhurst Road, is a sharp curve known as Reid's Corner with a posted advisory speed of 25 miles per hour. Since 1990, five people have been injured in seven accidents on this curve due to vehicles going off the road or overturning. A current flood relief project will add five-foot-wide paved shoulders and guardrail to SH-3. Reid's Corner is a logical extension of the roadway widening project and would eliminate the safety problem by removing this corner. Additionally, under normal circumstances, the Reid's Corner project would cost $1,750 000. However, due to the fact that the excavation material can be used on the Meadowhurst Dike project, the cost of the project is reduced to $700,000.

Member Smith made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-03

WHEREAS, Reid's Corner is located on a curve on SH-3; and

WHEREAS, the construction of the Emergency Relief (ER) project, St. Joe River Road to Meadowhurst Road, key 6360 creates an opportunity to substantially reduce the cost of realigning the curve because excavation can be fully funded in the ER project; and

WHEREAS, the FY97 State Restricted Program account balance would be $1,600,000 with the approval of a request for increased spending authority to the Department which is before the 1997 legislature.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the use of $700,000 to add the SH-3 Reid's Corner realignment project to the FY97 State Restricted Program, with the contingency that the county would accept ownership of the old alignment and right-of-way.

Audio Tape Recording of Transportation Board Meetings. In response to an inquiry on tape recording Board meetings and the time period to preserve the tapes, DAG Parry reported that the minutes are the official records of the Board and there is no requirement to tape the meetings. If the meetings are taped, the tapes are public record, and it is the Board's decision on how long to keep the tapes.

Member McHugh made a motion to continue taping the Board meetings and to discard the audio tapes after the Board approves the meeting minutes, unless the Board specifically asks to retain a tape. Member Combo seconded the motion and it passed unanimously.

Additional Bid. Member Combo made a motion to approve the low bid for project ER-3110(116), key 6847, US-95 Little Salmon Embankment Stabilization, Adams and Idaho Counties, Districts 3 and 2. Low bidder: Nelson Construction, Boise, Idaho - $1,155,272 or $1,340,272 and 37 days. Member McClure seconded the motion and it passed unopposed.

District Target Funding Distributions. The Board continued its discussion from last month's work session on District funding allocations or targets. Highway Programming Manager (HPM) Dave Amick reported that the collection point of fuel taxes can not be determined, so a formula based on revenue collections was not developed as an alternative for discussion purposes.

Member Combo questioned the need for a formula, other than to use as a tool to compare different years' Programs. The formula helps the management approach being implemented, according to HPM Amick. The formula aids the Department's goal of a statewide program and provides more latitude to the Districts in managing their projects. The Districts are being held accountable for project costs and the formula gives the Districts expectations of funding for upcoming Program updates.

Member McHugh supports the formula, because it gives the Districts an estimate of funding to expect in upcoming years. He also said there is a perception in northern Idaho that the funds are not distributed fairly, and northern Idaho is usually under-funded. With the suggested formula, he believes the perception would be eliminated.

Member Combo made a motion to accept the "Highway Development Program Guide" to use the document as a tool for updating and analyzing the Highway Development Program. Member Smith seconded the motion and it passed unanimously.

Administrative Settlements of Right of Way Acquisitions. Right of Way Manager Leonard Hill provided the quarterly report of administrative settlements approved by the Right of Way Section. During the period of October through December 1996, 48 parcels were processed, 16 of which had administrative settlements, or 33%.

Corridor Planning Initiative. Corridor planning is a process for developing a long-range plan for managing and improving transportation facilities and services in a corridor. It is a community-based approach that comprehensively examines how people and goods actually travel in and between regions. This concept is founded on a commitment to become true partners with local governments, agencies and the public in identifying transportation problems and the most economic and efficient solutions to them. District 6 Senior Planner Lance Holmstrom, representing the Corridor Planning Team, said corridor planning is a proven process that Oregon DOT has been using successfully for several years.

Chairman Winder emphasized the conscious effort ITD has taken to improve the working relationship with local entities. Member Combo questioned the time frame for the planning initiative. There are variables that will impact the time frame, according to Mr. Holmstrom. This is a time-consuming process and each area might have different interests that need to be addressed. In Oregon, it took between one to three years to implement this process. He added that the lack of a comprehensive plan will not preclude a local entities' participation.

Because a presentation on the Association of Idaho Cities' proposed legislation regarding changes to the Local Land Use Planning Act was scheduled for later in the day, the Board took no action at this time on the corridor planning initiative. (See later minute entry.)

Feasibility and Impact of Sugar City's Proposed Interchange at Sugar City, US-20, District 6. Chairman Winder recognized Senator Robert Lee and thanked him for attending the meeting. CE Ross provided a brief history on the proposal to improve access to Sugar City on US-20. In reviewing the feasibility and impact of the proposed interchange at Sugar City, staff identified several concerns, including: the distance between the existing North Rexburg interchange and the proposed Sugar City Interchange is less than 1 mile (guidelines for interstate interchanges in rural areas sets spacing at 2 miles minimum and 1 mile in urban areas); Sugar City will have access to US-20 in 2 locations which are less than 2 miles from Sugar City; cost to

construct an interchange will more than double the proposed grade separation project scheduled in FY00; and the Department owns the land where the proposed grade separation is to be built.

When the current alignment of US-20 and proposed interchange/separation sites were established in the early 1970s, it was felt that the grade separation at Sugar City was adequate. CE Ross suggested continuing the corridor planning process for this area and to look at the comprehensive plan to determine what the community's needs are. More local, community, and public involvement in the transportation plan is desired. The Department does not want to force its position onto the area without having gone through the process but wants to base its decision on good engineering principles, public input, community need, and available financing.

CE Ross suggested establishing a team involving transportation officials, community leaders and the public to make recommendations as to need, alternatives, and financing for such a project. Considerations should be made for principles of traffic engineering, esthetics, and values to the area, as well as for the comprehensive plan that includes growth projections and zoning requirements for the area. In response to the time line for a team, CE Ross believes it will take between 6 and 12 months. If the team recommends an interchange, Chairman Winder questioned the District's priority for funding the project. CE Ross believes the whole US-20 corridor should be studied and prioritized. He believes the County Line crossing is a higher priority. Chairman Winder concurred with reviewing the whole corridor and stated that safety needs to be a major consideration. He also suggested considering demonstration funds for this project.

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

RES. NO. TB97-04

WHEREAS, a construction project has been programmed to construct a grade separation at 3rd North and US-20 in Sugar City; and

WHEREAS, the City of Sugar desires an interchange at Sugar City; and

WHEREAS, it is important to have public involvement in the selection process.

NOW THEREFORE BE IT RESOLVED, that a Board subcommittee be formed that includes Member Combo, Member Miller, a District representative, and two local representatives to make recommendations as to need, alternatives, and financing for the recommended project; and

BE IT FURTHER RESOLVED, that consideration should be made for principles of traffic engineering, esthetics, and values to the area; and

BE IT FURTHER RESOLVED, that considerations for the comprehensive plan that includes growth projections and zoning requirements of the area should be addressed.

Senator Lee expressed his satisfaction with the recommendation. He felt that the District had already determined an overpass was the best solution. He is pleased a team, comprised of local representatives, will study the options and keep the community's needs in mind. He pledged his support and cooperation on this issue. He also commended ITD staff for the response to the recent floods and slides.

Chairman Winder thanked Senator Lee for his remarks. Chairman Winder left the meeting at this time. Vice Chairman Mitchell assumed the chair and the meeting continued.

Efficiency Measures - Division of Highways. Currently, over one half of all bridge inspections are privatized, according to CE Ross. Although the privatization has been successful, staff demonstrated that state personnel can perform bridge inspections at a cost that is 39% of the average consultant cost. Staff's recommendation is to keep the present level of staffing for both state personnel and consultants. In addition to performing routine bridge inspections, the staff of eight coordinates and performs in-depth inspections, underwater bridge inspections, load ratings, overweight permit analysis and database management for the 4,000 bridges in Idaho. Also, a core staff is needed to administer the federally-mandated inspection program.

Blade laid patches have been used as a pavement maintenance option by ITD for a number of years. However, more cost effective pavement maintenance techniques have been developed, but they have not been widely used by the Department. CE Ross recommends discouraging blade laid patches as a general rule. The only allowable use should be on low volume roads (less than 1000 ADT) or for emergency repairs where other maintenance techniques are not practical. Other maintenance techniques such as milling, deep patch repair, inlay and overlay patch repair using a lay-down machine should be used in most cases. If pavement patching is to be contracted out, more funds need to be made available in the State Maintenance/Stockpile Program to cover the additional costs and not allow this program to fall further behind. The contracting of this work could result in personnel and equipment savings, however, it is not likely that privatization of this activity alone would result in the elimination of any full-time positions.

Member Miller expressed his support for this process and believes it is the right direction.

Media Training Presentation. ITD receives more media coverage than any other state agency, according to Public Affairs Manager Jeff Stratten. During the first 11 months of 1996, 6,085 transportation-related newspaper articles were printed. Staff has established a Media Awareness Program as the guideline for staff to follow when working with the media. Appropriate personnel receive media training. The Department provides 24-hour service to the media.

Member Combo believes this approach is re-active and questioned compiling a response to query when it is determined there is an issue that the media will request information on. Mr.

Stratten said this is done occasionally, but believes staff could do a better job of anticipating these issues.

Member Combo commended Mr. Stratten and the Public Affairs staff for the coverage during the recent floods and road closures. The other Members concurred and added their satisfaction with the other Public Affairs' activities, such as ribbon-cutting and ground-breaking ceremonies.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 11:50 AM, Member McHugh made a motion, seconded by Member Miller, to meet in executive session to discuss legal issues with DAG Parry. The motion passed unanimously.

The Board came out of executive session at 1:00 PM. No decisions were made.

Delegation - Scott McDonald, Executive Director, Association of Idaho Cities (AIC). Mr. McDonald thanked the Board for the opportunity to present AIC's proposed regional planning legislation. This legislation incorporates ITD's legislation on future acquisition map and highway planning corridor legislation, and the developments of regional impact. The AIC legislation includes establishing regional transportation planning organizations (RTPOs) and repealing the ITD's exemption of Local Plans and Ordinances. Establishing RTPOs would make the Board's job easier and would not diminish the Board's authority, according to Mr. McDonald. The Department's exemption was established in the 1970s when the interstate system was being constructed. He said the exemption is no longer necessary, and that most WASHTO states do not have an exemption.

Jerry Tews, a property owner in Twin Falls County, spoke on the impacts the Department's corridor planning legislation would have on him and his family. Although he supports the concept of the legislation, he is concerned that he will be denied access to his land if his property is determined to be in a corridor. Another concern he shared is the time to purchase an individual's property once the corridor has been identified. Mr. Tews recognizes the need for a good transportation system, but would like a mechanism for the Department to work cooperatively with the people involved.

The proposed AIC legislation does not identify a fiscal impact. Member Combo questioned the Department's District Planners' involvement and also the language that encourages additional planning funds. Mr. McDonald said fiscal impact is additional costs and ITD already has 6 district planners, so there would not be additional costs for those positions.

Because RTPOs can currently be created, Member McClure questioned mandating the organizations. Mr. McDonald said cooperative agreements could be entered into now, but progress is not being made, so he wants to mandate the RTPOs. In response to a hypothetical situation where local entities do not work with ITD on a bypass project, Mr. McDonald said the Board has final authorization. If the locals don't work cooperatively with the Department, ITD

can proceed with condemnation. He wants the Department to abide by the locals' plans, and he emphasized the proposed legislation does not diminish the Board's authority.

Vice Chairman Mitchell thanked Mr. McDonald and Mr. Tews for attending the meeting and for the comments on the proposed legislation.

Condemnation, Parcel 5, Project NH-F-2390(101), Twin Falls County, District 4. Member McHugh made a motion, seconded by Member McClure, to approve the following resolution:

RES. NO. TB97-05 WHEREAS, the Transportation Board has filed a condemnation in Twin Falls County on parcel 5 on federal-aid project NH-F-2390(101); and

WHEREAS, there is a wide discrepancy on just compensation between the property owner and the Board.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes the Director to approve a settlement offer to resolve this condemnation action or to make an offer of judgment.

The motion passed 5-0 with Member Smith abstaining,

Corridor Planning Initiative, Revisited. Member Smith made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. TB97-06 WHEREAS, the Transportation Department wishes to continue Corridor Planning in the state; and

WHEREAS, Corridor Planning is a process for developing a long-range plan (20+ years) for managing and improving transportation facilities; and

WHEREAS, the Transportation Department has a commitment to become true partners with local governments, agencies and the public in identifying transportation problems and the most economic and efficient solutions to them; and

WHEREAS, there are several reasons to undertake corridor planning including protecting existing transportation investments, promoting community-based planning efforts that address the desire of local government to become more involved in transportation decision-making, and resolving major planning issues before project programming and development begin; and

WHEREAS, the Idaho Transportation Board has already identified Idaho's principal corridors as part of the draft Highway Modal Plan; and

WHEREAS, the Corridor Planning Initiative will be instrumental to local governments and the Department in the implementation of the proposed Future Acquisition Map legislation (H.B. 22).

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes Department staff to continue with statewide and district corridor planning efforts in close concert with statewide associations, agencies, local governments, and the public to initiate the Corridor Planning process.

January 22, 1997

Tour of West Wing Remodel Project. When the Department of Law Enforcement vacated the Headquarters' building, the west wing was remodeled to provide more space for the Division of Motor Vehicles. The complete Port of Entry Section was also included in this wing to establish a one-stop-shop for trucking issues.

The Board members toured the west wing and expressed pleasure with the remodeled wing and improved working environment.

WHEREUPON, the regular monthly Board meeting officially adjourned at 2:15 PM.

signed
CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
February 21, 1997
Boise, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 20-21, 1997

The regular session of the Transportation Board meeting convened at 7 AM, on February 20, in Boise, Idaho. The following principals were present:

Chuck Winder, Chairman
John McHugh, Member - District 1
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member - District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
LeRoy Meyer, District 3 Engineer
Jack Coe, Division Administrator - Federal Highway Administration

The group departed Boise north on SH-21 to view the recent flood and mud slide damage. At the Lowman Maintenance Shed, Ed Hammontree, Emergency Relief Project Director with Western Federal Direct joined the group. As the group traveled west on old highway 17, he explained damage to this route and briefed the Board on the plans to repair it.

Mr. Hammontree left the group at Banks. The Board traveled SH-55 south to view the mud slide site at lower Banks, then north on SH-55. After viewing the recently-constructed

retaining wall just north of Rainbow Bridge, the tour continued north on SH-55 to New Meadows. The group stopped at the New Meadows maintenance shed.

Hazard Creek to Pinehurst, ER-3110(117), Key 6868, US-95, District 3. DE2 Jim Carpenter explained damage on US-95 in the vicinity of milepost 177 to 183 during the recent flood, including washouts and debris deposited on the roadway. Washed out areas were rebuilt to the existing grade and a temporary surface was placed to carry traffic. Staff has held discussions with FHWA regarding permanent solutions.

The traditional approach involves repairing the road to its pre-existing condition. However, staff recommends FHWA participating with emergency relief (ER) funds to make grade changes throughout a four-mile section that will reduce potential flood damage from occurring in the future. This would entail complete reconstruction of the six-mile stretch to meet AASHTO guidelines. ER funds will be limited to the areas that were agreed upon last month that meet the FHWA cost/benefit criteria. In order to build this option, ITD funds will need to be approved to make up the balance not covered by ER funds.

Member Smith made a motion, seconded by Member McHugh, and passed unopposed, to approve the following resolution:

RES. NO. TB97-07

WHEREAS, sections of US-95, in the vicinity of mile post 177 to 182 were washed out during the flood on December 31, 1996; and

WHEREAS, washed out areas were rebuilt to the existing grade and a temporary surface was placed to carry traffic; and

WHEREAS, discussions regarding permanent repairs have been held with FHWA supporting emergency relief funding for reconstruction of the flood damaged portion of US-95 from mile post 177.5 to 181.0; and

WHEREAS, $6,348,000 would be available in emergency relief funds; and

WHEREAS, the Transportation Department would like to fund a project to extend the emergency relief project on each end; and

WHEREAS, an additional $6 million in state funds are anticipated to be added to FY98 of the State Funded Program as part of the Department's FY98 budget request.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board approves $2 million from the FY98 State Funded Program for the reconstruction of US-95, milepost 176.4 to 182.5, to AASHTO standards; and

BE IT FURTHER RESOLVED, that a joint effort by Districts 2 and 3 will be done to coordinate the design of the project and advertise it by late summer.

Director Bower complimented Districts 2 and 3, Chief Engineer (CE) Jim Ross, and Jack Coe for working together on this project. The Board concurred with the excellent partnering

efforts, looking at long-term improvements to US-95, and improving the safety of this route. Mr. Coe also emphasized the importance of improving safety and the desire to eliminate this damage from happening in the future. (See later minute entry on this subject.)

Tour of Southwestern Idaho Continues. The Board traveled US-95 north to the Pinehurst area. DE Carpenter described the road damage, repairs underway, and improvements planned as part of the recently-approved ER project.

The group continued north on US-95 to the Goff Bridge site. After viewing progress on the temporary bridge structure, the group returned to Boise via US-95 south and I-84 east, viewing additional flood damage on US-95.

WHEREUPON the meeting recessed at 7:50 PM.

February 21, 1997

The Transportation Board meeting reconvened at 8 AM at the Transportation Department in Boise on Friday, February 21. All members were present, including Vice Chairman Mitchell.

January 21-22, 1997 Board Minutes. Member Smith made a motion, seconded by Member Combo, to approve the minutes of the Board meeting held on January 21-22, 1997 as corrected. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
March 18-19, 1997 - Boise
April 17-18, 1997 - District 2
May 14-15, 1997 - District 3
June 5-6, 1997 - District 4
June 20, 1997 - Boise; Statewide Transportation Improvement Program work session
July 10-11, 1997 - District 1

Election of Vice Chairman. Member Combo made a motion to re-elect Vice Chairman Mitchell as vice chairman. Member Smith seconded the motion and it passed unanimously.

Consent Calendar. Vice Chairman Mitchell made a motion, seconded by Member McHugh, and passed unopposed, to approve the following resolution:

RES. NO. TB97-08 *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves the following items on the consent calendar: contract awards; official minute relinquishing a former section of I-90B; summary of out-of-state travel for the first half of FY97; and the professional agreements report.

1) Contract awards. The Board acknowledged action on the following construction bids in accordance with Board Policy B-04-01:

STM-0001(622), key 6262 - FY97 Districtwide Brooming (North); US-95, US-2, SH-57, SH-41, SH-53, and I-90; Kootenai, Boundary, and Bonner Counties; District 1. Low bidder: Aero Power Vac Inc., Missoula, Montana - $60,183.

STM-0001(617), key 5835 - FY97 Districtwide Brooming (South); I-90, SH-3, SH-5, and SH-6; Kootenai, Benewah, and Shoshone Counties, District 1. Low bidder: Aero Power Vac Inc., Missoula, Montana - $115,490.10.

STR-7591(601) and STR-7591(602), keys 6305 and 6446 - South City Limits to Bridge Street, Blackfoot, and Bridge Street to Ridge Street, Blackfoot; I-15B and US-91; Bingham County; District 5. Low bidder: HK Contractors Inc., Idaho Falls - $492,382.30.

ST-1786(603), key 6448 - Sadie Creek to Wyoming State Line, SH-34, Caribou County, District 6. The low bidder was more than 10 percent over the engineer's estimate, requiring justification. The engineer's estimate was basically from the Average Unit Price Report with minor increases due to the small project at a very remote location. The majority of bids indicated a significant markup for the remote location, but the mobilization item showed the greatest lump sum disparity. Combining this project with several other area projects should result in a savings to the state and contractors, and can be accomplished for next summer's construction season. Therefore, staff determined it is in the best interest of the state to reject the bid and readvertise the project at a later date. The Board concurred with this recommendation.

ST-3110(609), key 6199 - New Meadows, South, US-95, Adams County, District 3. Low bidder: Nelson Construction Company, Boise, Idaho - $899,000.

STP-IM-15-1(114)71, key 6224 - Pocatello Creek Interchange to Chubbuck Road, I-15, Bannock County, District 5. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - $569,735.45.

STM-84-1(527), key 6741 - Roadside Mowing, I-84 and I-184, Payette, Canyon, Ada, and Elmore Counties, District 3. Low bidder: Green Velvet Reclamation, Sugar City, Idaho - $39,727.50.

ST-7575(602), key 6185 - Intersection, Prairie and Hayden Avenue, SH-41, Kootenai County, District 1. The low bid was more than 25 percent under the engineer's estimate, requiring justification. In recent years, District 1 has experienced a peculiar bidding pattern concerning traffic signal and illumination contracts. The last two such projects let for bid received bids far below the low end of historical cost fluctuations for these kinds of projects. A particular contractor, Thorco Inc., is making these extremely low bids. After reviewing these most recent bid abstracts, staff found that all other bids were consistent with the engineer's estimate. Although Thorco Inc. has severely underbid their competitors on these contracts, their workmanship and quality has been exemplary, therefore, the district recommends approval to award the project.

The Board concurred with staff's recommendation to award this contract. Low bidder: Thorco Inc., Coeur d'Alene, Idaho - $157,798.50.

2) Official minute relinquishing a former section of I-90 Business, District 1. By an agreement with the city of Kellogg, the Transportation Department provided funding to improve I-90B in exchange for the relinquishment of this route from the State Highway System to the city of Kellogg, effective March 1, 1997. The official minute is shown in Exhibit 177 which is made a part hereof with like effect.

3) FY97 Out-of-State Travel Budget versus Expenditures.

4) Professional agreements reports. Payments for engineering consultant agreements amounted to $314,541.61 during January 1997 and general consultant agreements equaled $13,396.00 for a grand total of $327,937.61.

Board Policy B-01-01, Public Convenience. A Board policy emphasizing a public convenience philosophy for all Department activities has been developed. The policy assigns primary responsibility for public convenience to Department employees. Additionally, each Department Division has developed and implemented a corresponding memorandum that outlines specific public convenience initiatives.

Member Combo commended staff for the well-written policy. He made a motion to approve Board Policy B-01-01, Public Convenience, and to make the December 13, 1996 article of the *"NEWS"*, which is a basis for the policy, part of the record. This article is shown as Exhibit 178, which is made a part hereof with like effect. Member Smith seconded the motion and it passed unanimously.

Additional Bid. The low bid on projects ER-4110(113) and ER-4110(112), keys 6159 and 6356; Mission Creek Bridge and Lapwai Creek Bridge Span Replacement, US-95, Nez Perce County, District 2 was more than 10 percent over the engineer's estimate, requiring justification.

Comparison of the bids to the engineer's estimate, based on the average unit price report with the project's size considered, showed a number of items with significant differences, including channel change excavation, concrete parapet, approach slab, restored slab, furnishing and driving pile, and mobilization. These projects were readvertised after the rejection of bids in October 1996, due to bids in excess of 10% of the engineer's estimate. The readvertisement included a longer construction period in hopes of reducing the bid item dollar amounts. This did not happen as the apparent low bidder bid the same dollar amount on the previous mentioned items. The district believes that readvertisement of this work would not result in a savings, and recommends that the project be awarded.

Member McClure commented on the same bidders bidding the same amounts on this project as they did the first time the project was advertised. In response to whether work was

taken away from the contractor in the rebid, CE Ross said some work was done by state forces, but said some additional work was included in the readvertisement. He added that this is an emergency relief project and the project is important. Member McClure believes the Board erred by not awarding the contract the first time, as the re-bid resulted in work being taken away from the contractor with no additional benefit to the state, yet the state did additional work.

Vice Chairman Mitchell made a motion to award this contract to the low bidder. Member McClure seconded the motion and it passed unopposed. Low bidder: A & R Construction, Inc., Lewiston, Idaho - $1,053,154.15 or $1,189,154.15 at 68 days.

Board Items. Member Combo stressed the importance of the planning process. He summarized ITD's requirements to develop and implement a Strategic Plan and asked that staff give the Board an overview of this Plan at a future meeting, including how the Strategic Plan fits in with the Department activities, individual performance plans, and the budget. Member Combo also believes the Board should be looking to the future and consider policies or guidelines to help future Boards. Chairman Winder suggested scheduling a work session to discuss long-range plans and the planning process.

There appears to be a movement to stiffen the licensing or pre-qualification requirements of contractors, according to Member McClure. He questioned the Board's support for such a movement. The consensus of the Board was to support improving pre-qualification requirements. Member Miller suggested further discussion of this issue and requested information on what other states are doing in this arena.

Director Bower said the Department is moving in the direction of improving pre-qualification requirements. He believes some of the items being implemented, such as A+B bidding and utilizing incentives/disincentives, are a move in this direction, as well as ITD's focus on quality assurance/quality control. Chairman Winder suggested discussing this issue during the strategic planning session.

The Joint Finance and Appropriations Committee (JFAC) did not fund the Malad Gorge State Park in the Department of Parks and Recreation's budget, according to Chairman Winder. Because this was to be a joint project, with ITD responsible for the rest area, he questioned the status of this project, programmed in the Enhancement Program in FY98. The land identified for this project belongs to Parks and Recreation, so Director Bower does not believe ITD could build a rest area at this location without Parks and Recreation's involvement.

Although there is a lot of public support for this project, Member Smith reported that a number of people have recently expressed opposition to this project, however, he believes this is partly due to the lack of education on the benefits of this project. The consultant has done a lot of work on this project and Member Smith would like a definitive plan to share with Chambers of Commerce, various clubs and organizations, and citizens. Matching funds for the project and the ongoing maintenance of the facility are some issues that need to be considered, according to Director Bower.

Member Combo asked for a status of the Enhancement Program at next month's meeting. In addition to the financial scenario, Member Smith requested an update on the plans for rest areas in District 4.

Director's Items. Layne Hall, recently retired from ITD, was a recipient of an FHWA environmental achievement award for environmental leadership. He will be attending the ceremony in Washington, DC where he will receive the award. Mr. Hall was recognized for establishing the wild flower program in District 4.

Director Bower also announced the selection of the Cole-Overland project in District 3 for a merit award for the Build America Award, Highway New Category, for 1996. The award will be presented during the Associated General Contractors of America Annual Convention in Washington, DC early in March. Member McClure added that the project actually tied for first place, but he did not know how the determination was then made to award first and second place.

A working draft document for legislation on the reauthorization of ISTEA has been prepared by the five-state coalition. Director Bower said the legislation has a lot of merit for rural, western states. He commended the coalitions' and staffs' efforts on this document. He added that other reauthorization legislation is also being proposed. Director Bower is planning to testify at a congressional public hearing, which is tentatively scheduled in northern Idaho late next month.

The Department prioritized a list of projects for consideration for potential Demonstration funding. This list, which places a high priority on US-95, was submitted to Idaho's Congressional Delegation. Chairman Winder believes the list includes worthwhile projects throughout the state and commended staff for the efforts in coordinating the information.

Legislative Update. Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar provided an update on legislative activities. Some of the legislation the Department is monitoring closely regard driver's license suspension, speed limits on state highways in cities, the weight distance tax, license plates, and the Ports of Entry. She added that three rules submitted for amendments were rejected because no public input was obtained or very minor changes were recommended to our amendments. The revised rules will be presented to the Board for approval.

BPIRM Detmar also reported on the recent FY98 budget action by JFAC. Although the committee did not recommend funding a change in employee compensation, it will allow agencies to fund a change from salary savings. Staff will determine if funds are available for this. The Governor's recommendation was for a 2% change in employee compensation, or approximately $1.45 million. The Department's 2.8% inflation request was rejected, which amounts to approximately $1.2 million, and $500,000 in the Division of Highways' equipment replacement budget was cut. Eligible funds were redirected: $2 million to contract construction,

and $1 million to highway operations. She added that FY97 and FY98 budget supplements may be necessary if proposed legislation relating to the Clean Water Trust Fund, the Aeronautics' interest, and the administrative license suspension program is passed.

Financial Statement. Deputy Director (DDIR) Keith Bumsted reported that free fund balances for all departmental funds are comfortably positive as of January 31. Collections of unrestricted state revenues are above year-to-date forecasts from the Highway Distribution Account; ahead of forecasts in the Restricted Highway Fund; and ahead in interest earnings and miscellaneous receipts. Personnel expenditures continue at a level significantly below budgeted amounts due to the relatively high level of vacancies being carried by the Department. This will allow ITD to reprogram funding into high priority program areas later in the fiscal year. Some internal reprogramming of funds is anticipated as the Department summarizes additional expenses and obligations incurred as a result of the January flood damage and other circumstances.

Allocation of Funds for Personnel, Overhead and Projects. Per Board request, DDIR Bumsted provided information on funds spent on personnel and operating compared to highway contracts. In fiscal years 1994, 1995, and 1996, the Department spent approximately 43% on personnel and operating expenses and 57% on maintenance, construction, and right-of-way. In comparison, the Districts spent approximately 33% and 67%, respectively.

DDIR Bumsted also provided a brief update on the integrated financial management system plan and reported that it is on schedule. The Oracle Corporation recently committed additional resources to ensure that ITD will have high quality installation, testing, and implementation.

Consolidated Planning. Last month, Department staff and members of the metropolitan planning organizations (MPOs) met with the FHWA Division Administrator and the Federal Transit Administration (FTA) Regional Administrator and key staff to discuss a joint FHWA/FTA consolidated planning grant pilot program. This program is being made available to states as an alternative to the current process for funding, programming, and administering the federally funded portions of their MPO transportation planning programs.

FHWA's division office would be the single federal entity holding administrative oversight responsibility for the MPOs' federally funded transportation planning programs. The FTA's Grants Management Information System will be the federal financial management system used to track funds covered by the pilot program. Department staff agreed to participate in the pilot program for federal fiscal year 1998, with the option to extend it in either its current form or as modified by the involved parties.

Mr. Coe said there has been a movement for several years to consolidate federal agencies. He supports this pilot program and believes it will simplify ITD's and the MPO's process of submitting plans.

Member Combo expressed his pleasure with the partnering efforts.

Statewide Transportation Improvement Program (STIP) Amendment. Since the Transportation Board approved the current STIP in September 1996, two amendments have occurred that require Board action to permit staff to submit the amendments to the FHWA and the FTA for approval. The first amendment involves the Highway Safety Program. The additional projects to be added to the Highway Safety portion of the STIP were approved by the Board at the December meeting, by resolution TB96-93. The second amendment involves adding or correcting projects to the Public Transportation Program portion of the STIP, which the Board reviewed.

Member Combo made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-09

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a three (3) year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, the Idaho Transportation Department certifies that the referenced projects were amended in accordance with all applicable requirements as required by 23 U.S.C., 134, 23 C.F.R., Part 450 and 49 C.F.R., Part 613, regarding statewide and metropolitan planning, dated October 28, 1993. The referenced projects were amended with public involvement under the process adopted by the Idaho Transportation Board in March 1995, or are exempt from the public involvement requirements. The projects are consistent with the Idaho Transportation Plan as approved by the Idaho Transportation Board in January 1995. The STIP remains fiscally constrained with this action.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the proposed amendments and authorizes staff to request approval of the Federal Highway Administration and Federal Transit Administration to amend the FY 1997-1999 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

Recommendations of the Joint Review Team on Legal Settlements and Right of Way Process for Implementation. Right of Way Manager Leonard Hill reported that several measures to improve the right of way acquisition process have been implemented, including updating the Right of Way Manual to establish settlement authority; improving the documentation of legal settlements; selecting the appropriate appraiser; establishing time frames to complete negotiations; and reviewing all appraisals. Other recommendations were presented.

Member Combo made a motion to assign the Board's power of condemnation to the Director. Member Smith seconded the motion and it passed unanimously.

The consensus of the Board was to revisit the other recommendations next month. Along with a presentation on implementing a condemnation hearing board, staff is to pursue legislation for establishing such a board.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 11:55 AM, Vice Chairman Mitchell made a motion, seconded by Member McHugh, to meet in executive session to discuss legal issues with DAG Parry. The motion passed unanimously.

The Board came out of executive session at 1:30 PM. No decisions were made.

Public Convenience Measures. Roadway Design Area Engineer Gary Moles reported on measures being implemented in the bidding process to improve public convenience. A+B bidding, which is widely used nationwide, incorporates a price and a time to complete the project. A bonus is provided if the project is completed early, while a penalty is assessed if the completion date is later than bid. Contractors seem to like this method and it often results in savings.

Although not as well received, lane rental specifications are also utilized. The contractor is assessed a fee for closing lanes. Restrictive specifications are also being used. This may prohibit work during certain times to minimize traffic interference. Mr. Moles added that revisions are being made to the Design Manual to include more public convenience measures.

The Board members thanked Mr. Moles for the informative and timely presentation.

Status of McCall Alternate Route, NH-F-3271(026), Key 688, SH-55, District 3. DE Meyer provided an update on the McCall alternate route, scheduled in Preliminary Development. FHWA determined that an environmental reevaluation was required. In October 1996 the Department contracted Entranco, Inc. to prepare an environmental reevaluation of the McCall-New Meadows Final Environmental Impact Statement (EIS), published in 1982. Phase one of this work was initiated to conduct a limited project right-of-way evaluation of wetlands before the onset of winter. That evaluation has been submitted to ITD for review. Additionally, environmental reevaluation forms were prepared to help ITD and the FHWA decide if a supplemental National Environmental Policy Act (NEPA) EIS should be prepared.

The wetland evaluation refocused on the preferred alternative identified in the 1982 EIS. Analysis of aerial photographs and other information, combined with field observation confirmed that wetland impacts would result from project construction. The evaluation submitted by the consultant provides estimates of the relative wetland impacts of the preferred alternative, including the alignment modifications. The environmental reevaluation forms concluded that a supplemental EIS is needed.

Some NEPA procedural issues need early resolution, such as the definition of alternatives and whether or not they meet the project's purpose and need, and based on the alternative definition, whether or not the project will meet the "least impacting practicable alternative"

criterion of wetland analysis. The consultant is proceeding with the preparation of the Supplemental EIS.

A public hearing will be held after the draft supplemental has been prepared and made available to the public. The hearing will address the entire project and is anticipated to be held this summer. Design work continues on the alternate route. A request for approval of a categorical exclusion for protective buying of parcels where development is imminent was submitted to FHWA last month. Staff is working with FHWA to obtain environmental clearance of this corridor preservation. Vice Chairman Mitchell encouraged staff to continue on, or expedite, this schedule and not delay the public hearing into fall.

Status of Karcher Interchange Project, IR-84-1(13)33, Key 3214, I-84 and SH-55, District 3. Due to growth in the Nampa and Caldwell areas since the location approval and preliminary design of the Karcher Interchange project in 1987 and 1989, the preliminary design of this FY01 project was reviewed to ensure future traffic would be accommodated. An analysis of the proposed design using 2023 traffic data indicated that the intersection of Nampa-Caldwell Boulevard and SH-55 and the intersection of the east ramp and the SH-55 overpass will fail to operate, according to DE Meyer. Furthermore, the intersection of Midland Road and the SH-55 Access Road will fail to operate under the proposed stop control conditions. To improve the level of service at these locations, dual left turn bays will be required at the north and south approaches of Nampa-Caldwell Boulevard and on the west and south approaches to the east ramp intersection. Both on- and off-ramps in the west bound direction will require widening to allow for additional lanes. A traffic signal will need to be installed at the intersection of Midland Road and the SH-55 Access Road and other signals will need improvements.

Additionally, it is estimated that I-84 will require two additional lanes in each direction to accommodate traffic, requiring the overpass be lengthened by 24 feet. To complete the construction, additional right-of-way will be required. With the cost of constructing additional left turn bays, traffic signals, and widening and lengthening the overpass, the updated total project cost is $25,063,000, including $999,261 already spent on right-of-way acquisition.

Status on Request to Relocate Traffic Signal, SH-55, District 3. DE Meyer expressed concerns with the proposal to relocate the SH-55 traffic signal in front of St. Lukes, north of I-84. Earlier this year, a letter was sent to the developer requesting a traffic study. No response has been received to date. With traffic projected to increase in the area, DE Meyer believes traffic would back up from the relocated signal to the interstate ramps, creating safety hazards and impeding the efficient flow of traffic. Ada County Highway District (ACHD) is concerned with the entire corridor and is studying the corridor, including access control and interchanges.

Developer Phil Barber concurred with DE Meyer's comments and reported that he will provide a response soon. He added his willingness to meet with ITD staff to discuss the issues.

Vice Chairman Mitchell concurred with the need to preserve the corridor. Chairman Winder asked staff to continue working with ACHD and the developer on this proposal.

Hazard Creek to Pinehurst, ER-3110(117), Key 6868, US-95, District 3, Revisited. Yesterday, some discussion was held about the possibility of extending the environmental and design work on the Hazard Creek to Pinehurst project approximately four miles south, to Black Bear Creek. The project would be constructed at a later time.

Member Smith made a motion to authorize staff to extend the environmental and preliminary design work on the US-95 Hazard Creek to Pinehurst project to include approximately four miles south, to Black Bear Creek. Member Miller seconded the motion and it passed unopposed.

Settlement Offer, US-2. Member Smith made a motion to approve the settlement offer extended by the Corps of Engineers in the amount of $200,000, including a trust arrangement, to accommodate the settlement on US-2. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Request for FY98 Unallocated State Funds, Intersection US-20 and I-15, District 6. These two highways are major routes of travel, with over 50% of the I-15 traffic volume transferring to and from US-20 at Exit 119. Northbound traffic exiting I-15 at Exit 119 has difficulty finding gaps in the US-20 traffic crossing over I-15 and frequently queues for the full length of the off-ramp such that stopped vehicles block the northbound driving lane as well as the north bound on-ramps at I-15 Exit 118. The inherent safety problems with having stopped traffic on the interstate as well as blocking of the full length of the deceleration capabilities of the off-ramp require action. The Board viewed this site during its tour of District 6 last October.

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

RES. NO. TB97-10 WHEREAS, Interstate 15 and US-20 are major corridors of travel through southeastern Idaho; and

WHEREAS, the congestion of traffic at the intersection of I-15 and US-20 at Exit 119 causes traffic to back up for the full length of the north bound off ramp thereby blocking interstate traffic as well as traffic attempting to enter I-15 at the north bound on ramp at Exit 118 creating a safety hazard; and

WHEREAS, signalization is warranted and would be the most effective means of correcting the safety hazard at the intersection of I-15 and US-20 at Exit 119 for the north bound ramp termini; and

WHEREAS, funding for the project achieved through the Highway Program Update would delay construction of the signal until the summer of 1998 at the earliest; and

WHEREAS, additional FY98 state-funded unallocated funding for the signal would allow construction in the summer of 1997 alleviating the safety problems in time for the summer vacation traffic volume increase.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an additional $200,000 of FY98 state-funded unallocated funding for District Six to construct a traffic signal at the intersection of I-15 and US-20 to provide relief of the safety and capacity problems.

February 21, 1997

Chief Engineer's Items. The Blacks Creek Rest Area, built in 1969 and refurbished twice in the 1980s, is in dire need of reconstruction or closure. Although the facility is used extensively, it does not meet requirements of the Americans with Disabilities Act. Currently the rest area is closed because a pump is not functioning. CE Ross explained several options for this facility and asked the Board for direction.

Member Smith would like to close the rest area. Member McClure suggested investigating other ways to manage and provide for rest area facilities. He believes rest areas are important, but questioned incorporating the facilities with other businesses.

Member Miller made a motion to close the Blacks Creek Rest Area on April 1 for refurbishment at approximately $43,000, re-open the facility on a temporary basis after the refurbishment, and in the interim, have staff provide alternatives for rest areas. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Vice Chairman Mitchell asked if any states incorporate commercial facilities and rest areas. Gene Ross replied that Washington has a similar set up at an interchange, but is not happy with the arrangement. Complaints have been received that the rest area is not being maintained well and trucks have difficulty accessing the facility. California has combined businesses and rest areas, but Mr. Ross added that a high average daily traffic count is necessary to support such a facility. He does not believe Idaho could support this combination. Member Combo thinks rest areas are essential, but expressed concern with the Department's declining funds. In reviewing options for rest areas, Mr. Coe reiterated the federal requirements that need to be considered, such as location and access.

Previously, the Board has suggested establishing a policy to determine the status of old highway alignments when alternate routes are constructed. Idaho Code requires the local entity to agree to the state's relinquishment of a route, otherwise it stays on the state's system. CE Ross said the Department looks at various options and negotiates with the local entity on an acceptable agreement. Although ITD tries to relinquish the old alignment to the local jurisdiction, he does not believe a policy could effectively cover this issue. Vice Chairman Mitchell added that the Department tries harder now to relinquish routes than it did in the past.

Miscellaneous Items. Chairman Winder received a letter from the Golden Development Company requesting a meeting with the Board to discuss funding for US-95. He suggested Member McClure, Director Bower and he meet with Golden Development before a meeting is scheduled with the full Board. Member McHugh stated his opposition to Golden Development's proposal to fund $300 million for US-95 because he believes the citizens of Idaho should vote on a proposal like this.

In the next few months FHWA will be sponsoring meetings on State Infrastructure Banks, according to Director Bower. He suggested learning more about this program and leveraging money before considering Golden Developments' proposal.

The Department is reviewing its budget process because of the way finances were handled in regards to the recent floods. Director Bower said problems have occurred when

reimbursements were made to the Department, and staff may bring budget adjustments to the Board in the future.

Member Smith reported that the University of North Carolina report on highway statistics, prepared by David Hartgen, will be out soon and indications are, ITD's ranking nationally has improved.

WHEREUPON, the regular monthly Board meeting officially adjourned at 2:55 PM.

signed
CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
March 18, 1997

Boise, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 18-19, 1997

The regular session of the Transportation Board meeting convened at 8 AM, on Tuesday, March 18, in Boise, Idaho at the Transportation Department. The following principals were present:

Chuck Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member – District 1
Monte C. McClure, Member - District 3
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Steve Parry, Deputy Attorney General

February 20-21, 1997 Board Minutes. Vice Chairman Mitchell made a motion, seconded by Member Combo, to approve the minutes of the Board meeting held on February 20-21, 1997, as corrected. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
April 17-18, 1997 - District 2
May 14-15, 1997 – District 3
June 5-6, 1997 - District 4

June 20, 1997 - Boise; Statewide Transportation Improvement Program work session
July 10-11, 1997 – District 1
August 18-19, 1997 – District 6

Consent Calendar. Member Combo made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. TB97-11 *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves the following items on the consent calendar: Board Policy B-03-01, Acquisition and Disposal of Real Properties and their Improvements; request to use consultants for project development, District 1 projects; request to use consultants for project development, key 88, SH-55, District 3; contract awards; bid amount versus final amount; and Secretary to the Board as hearing officer.

1) Board Policy B-03-01, Acquisition and Disposal of Real Properties and their Improvements. During the February 1997 meeting, the Transportation Board authorized assigning the authority to condemn real property to the Director. Board Policy B-03-01 and Administrative Policy A-03-01 have been amended to reflect this change.

2) Request to use consultants for project development, District 1. The District has requested to solicit professional services for four projects: US-2, Dover Bridge Replacement, BR-F-5121(031), key 1222; US-95, Sandpoint to Kootenai Cutoff, NH-IR-F-5116(049), key 1509; US-95 Copeland northeast, NH-F-5116(067), key 4177; and SH-5, Chatcolet to Rocky Point, DPI-STP-081(104), key 5128. The Department has completed the surveying and preliminary alignment on all four projects. The use of consultants for the development of these projects will supplement the District staff and help to keep the District 1 projects on schedule.

3) Request to use consultants for project development, SH-55, NH-3250(101), key 88, District 3. Staff is requesting to solicit consultant services for the project development. Consultant duties would include preliminary design, final design, and plans, specifications and estimates (PS&E) design and submittal. The use of consultants in the development of this District 3 project would supplement the District staff and help to keep projects on schedule.

4) Contract awards. The Board acknowledged action on the following construction bids in accordance with Board Policy B-04-01:

IM-84-2(046)90, key 5921 - I-84, Sebree Interchange to Fairfield Interchange, west bound lane, Elmore County, District 3. Low bidder: Western Construction, Boise, Idaho - $4,562,473.34. The Board ratified its earlier action to award this contract.

STR-1530(605), key 5911 – Washington Street Overpass, SH-89, Montpelier, Bear Lake County, District 5. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The engineer's estimate was basically from the Average Unit Price Report with increases for a small project in a remote location. Recent bridge projects were used for the estimates on the bridge items. The bids indicated the absence of a premium for a small project in a remote location. Four bids were received and all were considerably under the engineer's estimate. No benefit would be anticipated to the state in re-advertising.

The Board concurred with staff's recommendation to award the bid. Low bidder: Ralph L. Wadsworth Construction, Draper, Utah - $355,065.

STP-5110(104), key 5762 – Junction SH-53 to Garwood, US-95, Kootenai County, District 1. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - $86,742.

ER-3110(114), key 6680 – Weiser to Riggins, US-95, Adams and Idaho Counties, District 3 and 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - $234,263.

5) Bid amount versus final amount. The bid amount versus final amount for contracts for federal fiscal years 1992 through 1996 in total and by district was reviewed. Comparisons for state-designed and consultant-designed projects were also provided.

6) Secretary to the Board as Hearing Officer. In February 1996, staff reported the addition of five employees selected to be hearing officers for the Department. The Board concurred with the Secretary to the Board's (SB) appointment to this position on a one-year trial basis. During that time, the SB did not act as a hearing officer because of conflicts with Board meetings and also, very few hearings were held in relation to the number of hearing officers available. SB Higgins is requesting her name be removed from the list of eligible hearing officers due to an increased work load throughout the year and the potential for additional work due to the down-sizing occurring in the support staff in Executive Management.

Quarterly Report on Pending Legal Cases. DAG Parry responded to Member Miller's questions regarding nonpayment of highway use fees from six to seven years ago. He added that the Department can audit a firm once every five years, but can only go back four years. Member Combo questioned the need to approve an item submitted for informational purposes.

Member Combo made a motion, seconded by Member McHugh, and passed unopposed, that the Board has received and reviewed the quarterly legal report.

Request to Use Consultants for Project Development, US-20/26, NH-3280(102) and NH-3230(102), keys 5130 and 6299, District 3. Staff is requesting to have both of these projects designed under one consultant agreement. Consultant duties will include preliminary design, final design, and PS&E preparation and submittal. Vice Chairman Mitchell expressed concern with combining two projects in different years under one agreement, particularly because one project is programmed in Preliminary Development. He also questioned the cost of this agreement, which is between $450,000 and $600,000 and asked why a more definite estimate cannot be provided.

In response to the cost, CE Ross explained a number of issues are unknown at this time, particularly environmental issues. He added that the plan is to set up the consultant agreement in two phases, with the concept first, then later, the plans.

Vice Chairman Mitchell made a motion, seconded by Member McClure, and passed unanimously, to approve the request for consultant services for project development on projects NH-3280(102) and NH-3230(102).

Board Items. Chairman Winder thanked Director Bower and Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar for their hard work and extra efforts during the legislative session. The Board also appreciated being kept informed of legislative activities.

SB Higgins requested guidance when responding to letters addressed to the Board. Earlier it was suggested to have the Chairman and appropriate Board member sign the letters, however, it has recently been questioned if two signatures are needed on a letter. When the Board was expanded to seven members, one of the reasons was to provide more representation to each district, according to Member Combo, and he, too, questioned dual signatures. He suggested deferring this item until Member Smith can be present.

Member McHugh made a motion to table this item until next month. Member Combo seconded the motion and it passed unanimously.

Director's Items. A congressional hearing on the reauthorization of ISTEA will be held Saturday, March 22, in Coeur d'Alene. Director Bower will be testifying at the hearing.

ITD's list of projects proposed for demonstration funding has been submitted to Idaho's congressional delegation. Director Bower added that testimony will be required on the projects.

Director Bower reported two upcoming retirements: Materials Engineer Everett Kidner at the end of this month, and District 3 Engineer LeRoy Meyer in July.

Director Bower recently met with city of Nampa and Micron Electronics officials to discuss a proposed project to widen the Franklin Bridge over I-84. Micron Electronics indicated a willingness to cover the costs to widen the structure, estimated at $1.8 million. ITD may be responsible for modifications to two ramp terminals and signalization.

The University of North Carolina's annual report on highway statistics, prepared by David Hartgen, has been published. Although the Department has not received a copy yet, Idaho's ranking has moved from 19th to 5th nationally. Director Bower attributed the move to more accurate reporting, better knowledge of how to report the information, and the Department is really making improvements.

A number of bills were tracked this legislative session. Although ITD was not successful with every piece of legislation this year, Director Bower believes the Department had a positive session. He attributed this success to BPIRM Detmar's hard work and the good relationship she has established with the legislature.

Legislative Update. BPIRM Detmar provided an overview of legislation affecting the Department. Legislation reinstating the Administrative License Suspension program to ITD on

January 1, 1998 has been sent to the Governor. A proposal to allow the citizens to vote on authorizing bonding for improvements to US-95 was defeated, however, it will probably be reconsidered next year, with some modifications. A bill regarding assessing fines for multiple weight violations will become law on July 1, 1997. This, along with four other conditions which are being met administratively, will allow federal conditional certification of the size and weight program. Legislation allowing the interest on dedicated state aeronautics funds to accrue to the State Aeronautics Fund rather than to the General Fund failed in the Senate Transportation Committee.

BPIRM Detmar said a final report on legislative activity will be provided to the Board. She added her appreciation to staff members for their assistance with legislation and said the endeavor was a good team effort.

Public Transportation Grant Funding. The Division of Public Transportation has completed the application, notification, and review process for the FY97 grant funds. Public Transportation Administrator (PTA) Larry Falkner, said the Regional Public Transportation Advisory Committees provided tremendous cooperation and coordination in this process, which resulted in a recommendation to the Public Transportation Advisory Council (PTAC). PTAC reviewed the applications in a public meeting in which applicants were invited to make presentations.

Member McHugh made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. TB97-12

WHEREAS, the Regional Public Transportation Advisory Committees, Division of Public Transportation, and the Public Transportation Advisory Council have completed their recommendations for the FY97 Federal Transit Administration Programs as follows:

- Specialized (5310) for $325,571 (which includes $38,946 unused funds from FY96)
- Rural Public Transportation (5311) for $643,013
- Intercity Transportation (5311i) for $137,789; and

WHEREAS, the Public Transportation Advisory Council approved the funding recommendations as presented.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the funding recommendations for FY97.

Future for Public Transportation State Funding. Several bills funding public transportation were proposed this legislative session. Although none passed, PTA Falkner expressed optimism that allowing a fee for public transportation where Regional Public Transit Authorities already exist, will be considered again next year, with a better chance of passage. General fund money is also being considered. A bill was passed, however, that provides school districts with the option of working with public transportation providers to utilize public transportation alternatives for their students in situations where such transportation alternatives

provide a more cost effective alternative to the traditional school bus. PTA Falkner concluded by stating the Division is considering policies that will be brought to the Board.

Overview of Draft Idaho Public Transportation Needs and Benefits Study. This study has been a statewide assessment of the public transportation needs of the people of Idaho as well as the benefits that public transportation services provide communities throughout the state. The objectives of this comprehensive study were to identify existing public transportation services, assess public transportation needs, estimate funding requirements of service strategies, and quantify the benefits of public transportation investments.

The study results, proposed service strategies, costs and benefits, and recommendations were reviewed. The last phase will be to develop a long-range plan. PTAC Chair General James Brooks concluded the presentation by expressing the Council's support of the work done on this study.

Member Combo made a motion to adopt the draft Public Transportation Needs and Benefits Study, distribute the final study, and incorporate the results into the ongoing public transportation planning process. Member Miller seconded the motion and it passed unopposed. The Board thanked the participants for the excellent presentation and the work on this project.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 11:50 AM, Vice Chairman Mitchell made a motion, seconded by Member McClure, to meet in executive session to discuss legal issues with DAG Parry. The motion passed unanimously.

The Board came out of executive session at 1:10 PM. No decisions were made.

Financial Statement. Deputy Director Keith Bumsted again reported that free fund balances for all Departmental funds are comfortably positive as of February 28, 1997. Personnel expenditures continue at a level below budgeted amounts due to the number of vacancies in the Department.

As the final months of FY97 near, staff is reviewing operations to ensure financial commitments are consistent with budgetary allocations. Monitoring continues on free fund cash balances and obligations for work in progress, stockpile and other inventory levels throughout the Department, economizing on personnel expenses, and identifying funds that may be reprogrammed for high priority road improvement projects.

Human Resource Services Development Report. ITD's training and development costs were drastically reduced due to the reduction in stand-up training, according to Marcia Aitken, Training and Development Specialist. New emphasis was placed on facilitation, performance consultation, and intervention. Training for inservice courses consisted of technical training in a broad range of subjects, and performance evaluation orientation courses were also provided. Human Resource Services Development was also active in technical manual updates and subject matter expert instructional guides, team and meeting facilitation, performance management implementation, and process improvement training and facilitation.

Annual Report on the Safety Program. Employee Safety/Risk Manager Cheryl Rost reported that her efforts are directed toward preventing employee injuries and equipment damage; thorough investigation of tort claims and the reduction of the number of claims; identifying hazardous work sites and practices; informing management of losses and potential losses; and providing supervisors with consultative services. Some of the activities completed in 1996 included the annual inspection of all department facilities; alcohol and controlled substance testing; and exposure monitoring of three of the district paint striping crews.

Ms. Rost also reported that ITD recently received $604,638 in dividends from the State Insurance Fund. This represents a 44.1% savings on premiums paid in calendar year 1996. This is based on the experience loss ratio versus premium averaged over a three-year period. This compared to a 29% savings in 1995.

Wellness Program. Wellness Council Representative Jenna Gaston reported on the continued growth of this program. Some of the activities in 1996 included the Olympic theme fitness challenge "Road to Atlanta", a stress management program, and wellness education.

A self-imposed target is the reduction of insurance and lost time costs. One area of focus in 1997 will be back injury prevention. Ms. Gaston expressed appreciation to Headquarters management for the support given to the program.

Member Combo said it is heartening to see how far this program has come over the years, particularly since the council is made up solely of volunteers.

Annual Report on Civil Rights Activities. The annual report on Civil Rights activities was presented by Civil Rights Bureau Chief Kintu Nnambi and staff. The report included the internal equal employment opportunity program, external programs, Disadvantaged Business Enterprise (DBE) program and Native American supplemental funding program, and the 1996 FHWA Civil Rights program management review. Some of the year's accomplishments included exceeding hiring goals for women in non-traditional positions and minorities, and surpassing the goal of granting construction contracts equaling 10% of federal funds to DBE firms by 3%.

Annual Report on Audits. Internal Review Manager Carri Rosti summarized the work accomplished in 1996. Some of the internal audits included reviewing risk areas in the Division of Motor Vehicles that were not audited by the legislative auditors, reviewing controls of personal computer hardware and software inventories, reviewing the project development of the Integrated Financial Management System, and reviewing the organizational placement of the consultant administration unit. Supplemental agreements, overhead guidelines for consultants, and right of way file procedures were the special reviews completed. External audits consisted of emergency relief billings, consultant agreements, and a portion of the Eagle bypass construction project.

The work plan for 1997 was presented and the status of audit resolutions was reviewed.

Update of the Forest Highway Program. Last month the Tri-Agency Group updated the current approved program. No additional projects were added to the Program, however, several projects were delayed because Public Lands Discretionary funding was not awarded in FY97 for the Mesa Falls project and cost overruns on several FY96 projects reduced the available funding in FY97. The Mesa Falls project will be resubmitted for discretionary funding in FY98.

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

RES. NO. TB97-13

WHEREAS, the Tri-Agency Group met on February 19, 1997 to update the current approved program; and

WHEREAS, changes to the current approved Program were required because Public Lands Discretionary funding was not awarded in FY97 for the Mesa Falls project and cost overruns on several FY96 projects reduced the available funding in FY97; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a 3-year period be provided in a Statewide Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board concurs in the changes made to the approved Forest Highway Program as detailed in the Idaho Forest Highway Development Program sheet, as shown in Exhibit 179 which is made a part hereof with like effect, and in the 97-1 Supplement and authorizes staff to request a modification to the FY97-99 Statewide Transportation Improvement Program, because of project delays, in accordance with the provisions of the ISTEA of 1991.

Request to add the Viola Turnbay Project to the State Restricted Program, US-95, District 2. The Viola turnbay project, located between mile post 352.6 and 354.5 on US-95, will consist of a right turnbay at the south approach to Viola and a left turnbay, right turnbay and acceleration lane at the north approach to Viola. By adding the project to FY97, it can be companioned with the Moscow to Viola project, which is a minor rehabilitation project. Combining these projects into one contract creates a reduction in the cost of the turnbay project, according to Highway Programming Manager Dave Amick. This congestion relief project also addresses a traffic safety problem.

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

RES. NO. TB97-14

WHEREAS, the Viola turnbay project, located on US-95, is currently a dangerous intersection due to turning requirements into and out of the city of Viola with no place for vehicles turning off of US-95 to get out of the through lane; and

WHEREAS, the construction of key 6158, Moscow to Viola, creates an opportunity to reduce the cost of the Viola turnbay project through a combined contract; and

WHEREAS, there is sufficient funding in the FY97 State Restricted Program, as indicated by Supplement 97-1, to fund the Viola turnbay project.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the use of $250,000 to add the US-95 Viola turnbay project to the FY97 State Restricted Program.

Highway Development Program Supplement 97-1. The objectives of Supplement 97-1 are to update available funding to reflect current FY97 apportionments and the FY97 obligation limitation; update available State funding to reflect FY97 and FY98 changes to the Department's budget; present proposed project changes to more closely balance FY97 of the Federal Highway Development Program with current available funding; and update and republish the Highway Development Program to include projects approved by the Board to date and to reflect the current cost of existing projects.

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

RES. No. TB97-15

WHEREAS, it is in the public's interest for the Department to publish and accomplish a current, realistic and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal and State highway funding; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a 3-year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, the Department has received an official FY97 Federal formula funding obligation authority of $101.5 million from the Federal Highway Administration; and

WHEREAS, the proposed changes in Supplement 97-1 to the FY97-01 Highway Development Program are necessary to reduce the costs of the Federally funded Highway Development Program to fall within the current obligation authority of $101.5 million.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY97-2001 Highway Development Program itemized and explained in Highway Development Program Supplement 97-1, as shown in Exhibit 180 which is made a part hereof with like effect, and authorizes staff to

make the appropriate changes to the FY97-99 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

Additional Contract Awards. Member Combo made a motion, seconded by Member Miller, and passed unanimously, to approve the following bids:

ER-5110(109), key 6370 - Mica Hill, South, Embankment, US-95, Kootenai County, District 1. Low bidder: DG&S Company, Kingston, Idaho - $184,508.48.

IM-90-1(191)51, key 6218 – Kellogg to Osburn, I-90, Shoshone County, District 1. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - $2,599,101.27.

STP-4200(107), STP-4110(111), and STP-4200(108), keys 6321, 6324, and 6325 – US-12, Junction US-95 to SH-7; US-95, Junction SH-13 to Junction US-12; US-12, Junction SH-7 to Junction SH-13; Clearwater, Idaho, Lewis, and Nez Perce Counties, District 2. Low bidder: Frank Gurney Inc., Spokane, Washington - $409,040.54.

STR-3110(601), key 6291 – Mann's Creek Road to Midvale, US-95, Washington County, District 3. Low bidder: Western Construction Inc., Boise, Idaho - $1,296,296.20.

UST-91000, key 6164 – Headquarters Service Station Underground Storage Tank, Ada County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The source of the engineer's estimate was primarily from data gathered from recent similar projects. Because there were so few bid items, not any particular item stands out as being responsible for the spread between the engineer's estimate and the low bid. Based on the uniqueness of this type of work, and the bids received, staff believes the low bid is reasonable and recommends awarding the project. The Board concurred. Low bidder: Dale's Service, Inc., Boise, Idaho - $24,882.

CM-0003(105), key 5399 - Indian Creek Pathway, Kuna, Ada County, District 3. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The source of the engineer's estimate was primarily the Average Unit Price Report. The items of major difference were the ¾ inch aggregate for base and the plant mix pavement. Due to the relatively small quantity of these items, the engineer's estimate reflected a higher unit price than what would typically be used on a larger project. The low bidder's unit prices reflect normal prices for larger contracts, possibly because of their ability to schedule this with other similar work. Staff believes the bids are reasonable and recommends awarding the project. The Board concurred. Low bidder: Eterna-Line Corp. of Idaho, Boise, Idaho - $54,688.95.

NH-6420(100), key 5143 - Bingham County Line East, US-20, Bonneville County, District 6. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was mostly based on the Average Unit Price Report for District 6 projects and past bidding history of projects of similar nature for standard items. This project involved some new modifications to the specifications for SP-01, cement recycled asphalt base stabilization which the District believes strongly influenced the bid price increases. SP-1-C, pulverize existing surface, was the item representing the largest overrun. After

discussions with several contractors, it is now known that the revisions to the CRABS specifications which omit the use of a curing seal and require the contractor to place plant mix within 48 hours of the addition of Portland Cement is the primary cause of the overrun.

The District has examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage of. The overall prices for the items on this contract are not unreasonable and it is the District's desire to award the project. The Board concurred with staff's recommendation. Low bidder: LeGrand Johnson Construction Company, Logan, Utah - $2,145,764.62.

WHEREUPON the meeting recessed at 4:05 PM.

March 19, 1997

The Transportation Board meeting reconvened at 8 AM at the Transportation Department in Boise on Wednesday, March 19. All members were present except Member Smith.

Tour of the Operations Annex. The Board Members toured the Highway Operations annex building and visited with employees.

Employee Service Awards. The Board participated in the employee service awards. FHWA Division Administrator Jack Coe presented Member Combo an environmental award for his work on developing the Coeur d'Alene Lake Drive Trail.

Chief Engineer's Items. Last week staff met with appropriate personnel to discuss the request to relocate the traffic signal on SH-55 across from St. Lukes Hospital. A recommendation, based on the traffic study, should be presented to the Board at the May meeting.

CE Ross reported that a review of the median cross over signs along the interstate resulted in the development of a new standard drawing. As signs need to be replaced and as time permits, the position of the signs will be changed slightly.

Staff is in the process of designing the traffic signal at the junction of US-95 and SH-54. The signal should be installed late this summer or early fall.

Last month the Board approved the US-95, Hazard Creek to Pinehurst emergency relief project, plus extending the preliminary design and environmental work approximately four miles south of the flood damage. CE Ross expressed concern that this would result in delaying the construction of the emergency relief project by a year. The new alignment needs to be established before a complete environmental study can be performed. Staff has discussed this issue with FHWA and the consensus is to complete the environmental work on the emergency relief project, and then continue with the southern segment.

Chairman Winder informed the Board that the Governor's Office has received calls from a resident in the Pinehurst area complaining that ITD's work in response to the flood will create problems on his property. CE Ross is aware of this resident's concern and offered the Department's assistance where possible.

Update on WASHTO '97 Conference. Office of Public Affairs Manager Jeff Stratten provided an overview of the agenda for the July 1997 WASHTO conference in Sun Valley. Registration packets are being compiled and will be mailed early next month.

Update of the Enhancement Highway Program. Because the Idaho Department of Parks and Recreation's (IDPR) involvement in the proposed Malad Gorge State Park/ Interpretive Center is uncertain at this time, staff provided an overview of the financial scenario for the entire Enhancement Program. A review of this Program indicated approximately $3,630,000 will probably not be obligated in FY97, including the Three Island State Park project in District 3. The Board asked for an outline of ITD's contacts with local entities on these projects and the time frame for keeping these projects in the program.

The site of the proposed Malad Gorge project is owned by IDPR and it would not be possible to continue with the project at this site without IDPR's participation. Director Bower met with IDPR Deputy Director Frank Boteler earlier this week and he indicated IDPR is still interested in the project. Director Bower added that the District has been instructed to stop designing the project at this time.

Member Combo made a motion to ask the consultant to file a report, summarizing the activities to date on the Malad Gorge State Park/Interpretive Center project, and including conclusions and recommendations. Member McHugh seconded the motion and it passed unopposed.

District 4 Rest Areas. Staff summarized the earlier approved plans for rest areas in District 4. Three rest areas would be located on I-84, at Malad Gorge, East Burley, and Juniper, with additional facilities on US-93, US-20, the junction of US-20/SH-75, and SH-75. Chairman Winder suggested looking at other options, such as using the Bliss Rest Area for truck parking, rather than closing it completely. In response to a question on the condition of the Bliss Rest Area, Roadside Program Coordinator Gene Ross responded that it is in good condition. An excellent care taker is at the site now and the facility is well maintained.

Gene Ross addressed the feasibility of commercialism at rest areas. Under the federal act, each state has authority to determine who oversees activities at rest areas, such as vending machines. Currently, the Idaho Commission for the Blind and Visually Impaired is the only entity that can operate vending machines in state buildings.

SH-21 Avalanche Area Closure Meetings. Last month three public meetings were held to obtain public comment on the operation of SH-21 in the avalanche area. Input was requested in two main areas: how the public felt about closing the road for the winter; and if closed, what impact this action would have on their lives. The majority, 51%, favored closing the road similar to the current procedures while 28% supported keeping the road open at all costs, and 21%

preferred closing the road similar to the Board proposal. Building snow sheds and relocating the highway were some of the suggestions the Department received.

Member McClure questioned the utilization of an avalanche expert, such as the cost and the degree to which safety could be enhanced. Maintenance Engineer Clayton Sullivan said one avalanche expert's fee is low, approximately $100 a day, but he did not know how much additional safety this expert could provide.

Member Miller made a motion that in light of the testimony received, the Department should follow the current procedures, closing SH-21 when the avalanche danger is high and reopening the route when it is safe. Member McHugh seconded the motion.

Member Combo emphasized the importance of the safety of the maintenance crews and the traveling public. He read a portion of the November 1996 Board minutes stating, after the adoption of the resolution to consider closing SH-21, "in the interim, the Board instructed staff to follow current procedures for maintenance of SH-21 with safety of the roadway users and ITD maintenance personnel being the paramount guidelines." Member Combo suggested encouraging the Department to engage an avalanche expert. Member McClure concurred and recommended deferring this item until next month when a resolution stating this position can be acted on. Vice Chairman Mitchell also asked for the cost of utilizing an avalanche expert on this low-volume road.

Member Miller withdrew his motion and Member McHugh concurred.

Rename Clearwater Canyons Scenic Byway to Northwest Passage Scenic Byway, US-12/SH-13, District 2. As a result of the recently completed Clearwater Canyons Scenic Byway Corridor Management Plan, the North Central Idaho Travel Association and the Clearwater Economic Development Association as well as their member counties, cities, chambers of commerce, etc., have requested the Board rename the Clearwater Canyons Scenic Byway, the Northwest Passage Scenic Byway. Last month, the Scenic Byway Advisory Committee endorsed the name change, agreeing that the new designation provides greater visibility and fits the concept the local entities' wish to emphasize this corridor in light of the preparations being made for the celebration of the Lewis and Clark Bicentennial beginning in 2003. The republication of the "Taking the Scenic Route" brochure next month would reflect the name change.

District 2 has determined that the cost to the Department for replacing 16 scenic byway signs and two scenic byway information signs is estimated to be $2,250.

Vice Chairman Mitchell made a motion, seconded by Member McHugh, and passed unopposed, to approve the following resolution:

RES. NO. TB97-16 WHEREAS, Board Policy B-09-11 dated June 21, 1996, authorizes the Idaho Scenic Byways Advisory Committee to provide advice and recommendations to the Board; and

WHEREAS, the Transportation Board established the Clearwater Canyons Scenic Byway along US-12 and SH-13 in June of 1989; and

WHEREAS, a corridor management plan has recently been completed along the Clearwater Canyons Scenic Byway; and

WHEREAS, one result of the corridor management plan is to rename the Clearwater Canyons Scenic Byway to the Northwest Passage Scenic Byway; and

WHEREAS, the North Central Idaho Travel Association and the Clearwater Economic Development Association and their member entities, as well as local residents, elected officials, and chambers of commerce support the recommended name change to their scenic byway; and

WHEREAS, the Scenic Byways Advisory Committee has reviewed the recommended name change endorsing it as a way to provide greater visibility and national recognition to the area; and

WHEREAS, the cost to the Department to replace 18 Scenic Byway signs is estimated to be $2,250.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves renaming the Clearwater Scenic Byway to the Northwest Passage Scenic Byway; and

BE IT FURTHER RESOLVED, that this name change will be reflected on the state highway map, in the *"Taking the Scenic Route,"* a guide to Idaho's scenic byways brochure, and highway signing along the scenic byway.

Claim for Differing Site Conditions. Vice Chairman Mitchell made a motion, seconded by Member Miller, and passed unanimously, to approve the following resolution:

RES. NO. TB97-17 WHEREAS, the general contractor, on Project No. ER-F-3271(55), Horseshoe Bend Hill to Horseshoe Bend, has filed a claim for differing site conditions; and

WHEREAS, the Chief Engineer has determined that there is entitlement due to the general contractor.

NOW THREFORE BE IT RESOLVED, that the Director is authorized to settle the claim in the best interests of the Transportation Department subject to approval of the Federal Highway Administration.

WHEREUPON, the regular monthly Board meeting officially adjourned at 2:35 PM.

signed

CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved

May 14, 1997

REGULAR MEETING AND DISTRICT 2 TOUR
OF THE IDAHO TRANSPORTATION BOARD

April 17-18, 1997

The Transportation Board meeting and District 2 tour officially convened at 8 AM, on Thursday, April 17, in Lewiston. The following principals were present:

Chuck Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member – District 1
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member – District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Devin Rigby, Assistant District 2 Engineer
Jack Coe, Administrator – Federal Highway Administration

Representatives Frank Bruneel and June Judd joined the group as it departed Lewiston on US-12 east to Kooskia. En route, the US-12 widening, guardrail, and Cottonwood Creek bridge replacement projects were viewed.

Delegation – City of Kooskia. Kooskia Mayor Inge Stickney welcomed the group and expressed appreciation to the Board for meeting with the city officials. Public Works Supervisor Kelly Frazier emphasized the need for a storm drainage system on the city's main street, SH-13. The area businesses and citizens support this project. He requested assistance from ITD and said other funding options will be explored. The vicinity has received flood damage the past year and a half and future flooding is a concern.

ADE Rigby said District staff has met with city officials on this proposal. ITD could reconstruct the road and install storm sewer systems. If the grade or radius is changed, the Department would be responsible for the sidewalk, otherwise the sidewalk will be the city's responsibility. The project is currently scheduled in FY00.

In response to Vice Chairman Mitchell's question on lighting, Mayor Stickney said that has not been discussed, but she would like to keep it as an option. ADE Rigby said that the Department normally installs lights but the cities then assume responsibility for the lights. This summer the District will be reviewing small projects in the area on SH-13 to improve drainage, according to ADE Rigby. Chairman Winder encouraged the city officials to continue working with the District staff.

The group traveled to Kamiah via US-12 west.

Delegation – City of Kamiah. Kamiah Mayor Howard Daugherty requested a curb, gutter, and sidewalk project on US-12 in the city of Kamiah. He added that a drainage system is also needed.

The District is proposing a curb, gutter, sidewalk and lighting project in Preliminary Development for the next Highway Development Program update, according to ADE Rigby. Vice Chairman Mitchell questioned the city's pursuit of other assistance, such as an LID. Mayor Daugherty said that has not been discussed.

In response to Chairman Winder's question on funding a drainage project prior to the curb, gutter, and sidewalk project, ADE Rigby said those are two independent issues, and the drainage project could be done separately. He added that the drainage project may be funded in FY01.

With the Lewis and Clark bicentennial celebration coming up and a lot of visitors expected, that schedule would be satisfactory to Mayor Daugherty. He expressed a desire to work with the Department on these projects. Other projects he would like funded include a path to the park, widening SH-162, and sidewalks along SH-64.

Chairman Winder thanked the Mayor for his time and encouraged him to keep working with the District staff.

The tour continued on US-12 west to Orofino where the bridge project was viewed. The Orofino bridge is scheduled for replacement this summer.

Lunch with Various Officials. The Board had an informal luncheon with area officials in Orofino. Orofino Mayor Roy Clay thanked the Board for touring the area and stopping in Orofino. The SH-7 widening project is progressing well. He is looking forward to the SH-7 bridge replacement project in Ahsahka scheduled in FY98, and requested improvements to Greer Grade.

In response to a question, ADE Rigby said no signalization is planned at the SH-7/US-12 intersection. He reported the bridge will be three lanes to allow a free-running right turn for motorists heading to Lewiston because vehicles turning east onto US-12 back up traffic.

The SH-7 and Michigan Avenue intersection in Orofino is heavily traveled and is a source of concern to Senator Marguerite McLaughlin. In response to whether improvements are planned for that intersection, ADE Rigby reported that no project is scheduled. She requested the Department consider a project to improve that intersection. Because of safety concerns on blind curves from Weippe to Pierce, the Senator asked if warning signs could be erected. The District will look into that request.

Clearwater Forest Service Supervisor Jim Caswell expressed appreciation for the excellent working relationship that has been established with the District and Department. The two entities are working cooperatively on a number of issues.

A concerned citizen, Dr. J. Douglas Gray, mentioned several concerns, including moving the existing Orofino bridge to Ahsahka for the pedestrian/bike path system; placing conduit under the new Orofino bridge for lighting along the pathway and plaza; bottlenecks on SH-7 close to the city limits; and the speed limit on SH-7. The comments were taken under advisement, however, he was directed to work with city officials on the speed limit concerns.

Senator McLaughlin commended Director Bower for his leadership and the direction he is taking the Department. She also expressed appreciation to the Board members for touring the area and meeting with local officials.

Chairman Winder thanked the Senator for her support with transportation issues. Director Bower echoed Mr. Caswell's positive comments on the cooperative effort between ITD and the Forest Service. Member Combo concurred and added that Mr. Coe and FHWA are also excellent partners.

As Chairman of the Greater Lewiston Area Transportation Committee, Dave Cook is becoming more involved in transportation issues and he appreciates the District's and Board's work. He realizes the big challenges the Department faces and applauds the efforts being undertaken. In conclusion, he offered his support and assistance in transportation matters.

Assistance in obtaining special funding to improve US-95 is needed, according to Chairman Winder. He suggested the delegation be an advocate for US-95 and seek statewide support, as the highway is essential to the state's economy. He concluded by thanking the group for attending the meeting and providing concerns and comments.

The Board traveled SH-7 north to Ahsahka to view the current highway widening project and the bridge that will be replaced in FY98, then returned to US-12 on SH-7 and continued traveling west.

The Board stopped at the Orofino maintenance shed to visit with employees. The Board members praised the maintenance crews for their extra time and effort in responding to recent disasters, particularly in reopening roads. Their dedication and commitment to the state are greatly appreciated.

The group continued west on US-12, then traveled a short distance north on SH-3 to view the railroad line being abandoned. The District is interested in acquiring the railroad right of way for future highway projects, such as widening SH-3 and SH-8.

The Board returned to Lewiston via SH-3 south and US-12 west.

District 2 Activities. In FY96, over $700,000 of the District's operating budget was spent on flood-related activities and over $600,000 in FY97, according to ADE Rigby. Some of the money has been reimbursed by FHWA. He provided photographs of a number of projects, including shoulder repair, ditch cleaning, culvert cleaning, and slip outs. He reported that the employees put in extra time and work in response to the disasters, not only those working in the

field, but those in the office as well. The staff did an outstanding job reopening roads and he really appreciated their dedication and commitment.

Idaho County Commissioner Harry Owens echoed those comments. He especially thanked the crews in the Pollock and Hazard Creek area for the outstanding job in reopening the road. Those efforts were greatly appreciated.

Delegation – Idaho Traffic Safety Commission. Chairman Jack Marshall thanked the Board members for the opportunity to brief them on the activities of the Commission. He said the planning process has been modified to include an evaluation process, measurement tools, and substantial follow-up. In June the Commission reviews the applications for funding and the Office of Highway Safety staff does an excellent job preparing for that meeting, making the Commissioners' job easier. He believes accident rates in the state are decreasing because of the Traffic Safety Commission's efforts. Although he had no problems to report and stated the Commission is running smoothly, he would like longer terms for the commissioners, which is currently set in statute as three years.

Chairman Winder thanked Mr. Marshall for the update and also for his service and dedication to the Traffic Safety Commission. Member Combo believes the Commission's activities are beneficial and he appreciated hearing of the good working relationship with the ITD staff.

Aeronautics' 3-Year Airport Grant Program. Chairman Winder welcomed Aeronautics Advisory Board (AAB) Chairman Bill Parish and thanked him for his efforts in the aeronautics field. The FY98 budget for Aeronautics included $500,000 for airport improvement grants. The matching ratios were proposed similar to FY97 rather than the historical 50/50 match. For FY99 and 2000 larger programs may be possible based upon continued growth in fuel tax revenues. AAB Chairman Parish said the AAB reviewed the program closely, and he thanked Airport Planning and Development Engineer Wayne Pickerill for his work on the program.

Vice Chairman Mitchell made a motion, seconded by Member Smith, and passed unopposed to approve the following resolution:

RES. NO. TB97-18

WHEREAS, the Division of Aeronautics has solicited, received, and reviewed applications from municipal airport owners for financial assistance; and

WHEREAS, the Division staff has evaluated these applications and prepared the Aeronautics 3-Year Program; and

WHEREAS, the Aeronautics Advisory Board has concurred with these recommendations.

NOW THEREFORE BE IT RESOLVED, that the Aeronautics 3-Year Program, as shown in Exhibit 181, which is made a part hereof with like effect, be approved; and

BE IT FURTHER RESOLVED, the Division shall issue grant offers, as listed for the FY98 year; and

BE IT FURTHER RESOLVED, the proposed airport funding formulas be adopted by the Idaho Transportation Department.

March 18-19, 1997 Board Minutes. Member Combo made a motion, seconded by Member McClure, to approve the minutes of the Board meeting held on March 18-19, 1997, as submitted. The motion passed 5-0 with Member Smith abstaining.

Board Meeting Dates. Member Smith made a motion for the Transportation Board to meet the third Thursday and Friday of the month starting with the November 1997 meeting. Member Combo seconded the motion and it passed unanimously.

Member Miller made a motion to change the May meeting dates to the 13th and 14th. Member McHugh seconded the motion and it passed unopposed. Member Miller made a motion to change the September meeting dates to the 17th, 18th, and 19th. Member McClure seconded the motion and it passed unanimously.

The following meeting dates were scheduled by the Board:
May 13-14, 1997 – District 3
June 5-6, 1997 - District 4
June 20, 1997 - Boise; Statewide Transportation Improvement Program and budget work session
July 10-11, 1997 – District 1
August 18-19, 1997 – District 6
September 17-19, 1997 - Boise

Consent Calendar. Vice Chairman Mitchell made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. TB97-19 *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves the following items on the consent calendar: appointment, Region 2 Public Transportation Advisory Council member; Board Policy B-32-03, Suspension of Motor Vehicle Procedures during Disaster Relief Operations; and contract awards; and has received and reviewed the following: update on professional agreements report; update on WASHTO '97; and financial report.

1) Appointment of new Region 2 Public Transportation Advisory Council Member. Jerry Schutz was appointed to serve as the Region 2 Public Transportation Advisory Committee member. This appointment will be effective until June 1998, filling the balance of Pam Palmer's term.

2) Board Policy B-32-03, Suspension of Motor Vehicle Procedures during Disaster Relief Operations. This policy was developed to authorize the Director, or a delegate, to issue a disaster relief waiver for motor vehicle procedures associated with vehicle registration, permitting (including overlegal permitting), and fuel taxation. The Division of Motor Vehicles

shall establish procedures to identify the owners of vehicles who are issued a disaster relief waiver, and at a later date, shall coordinate the billing of the owners for fees that would have been due under normal circumstances.

3) Contract awards. The Board acknowledged action on the following construction bids in accordance with Board Policy B-04-01:

DPC-BR-0031(102), key 5696 – Monte Vista Underpass, Pocatello, Bannock County, District 5. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - $2,428,340.64 or $3,378,340.64/190 days.

STP-2859(100), key 5949 – Oakley to Burley, SH-27, Cassia County, District 4. Low bidder: H K Contractors, Inc., Idaho Falls, Idaho - $1,489,531.30.

IMG-0001(104), key 6219 – FY97 District 1 Interstate Pavement Markings, I-90, Kootenai and Shoshone Counties. Low bidder: Sunrise Highway Ptg. Inc., Venice, Utah - $114,590.

IMG-0003(108) and IMG-0004(102), keys 6222 and 6223 – FY97 District 3 and District 4 Interstate Pavement Markings; I-84, I-184, I-86; Payette, Canyon, Ada, Elmore, Gooding, Jerome, Minidoka, Cassia, and Oneida Counties. The low bid was more than 25 percent under the engineer's estimate, requiring justification. Because this was the first contract of this type in Idaho, the estimate was based upon unit costs from a similar project in Oregon in 1996. The Oregon contract was the same as this contract in every respect except that the Oregon contract specified solvent-borne paint, which costs about 20% less than waterborne paint. The estimated unit cost for this contract was therefore based on the Oregon bid price plus 20%. Because the low bid price for this project ended up being almost identical to what was bid in Oregon, the costs for labor, equipment and materials are about 20% lower than the engineer's estimate. Additionally, the contractor bid almost no mobilization, which accounts for the remaining discrepancy. Nothing would be gained by rejecting the bids. Because the work is needed for safety of the traveling public and cannot be delayed any longer, the only option would be to accomplish the work by state forces. The Board has directed the Department to privatize this work, therefore, the recommendation was to award the bid. Low bidder: Sunrise Highway Ptg. Inc., Venice, Utah - $349,160.

STP-7643(101), key 5752 – Eckert Road Bike Path, Ada County, District 3. Low bidder: Universal Construction Inc., Emmett, Idaho – alternate 1 $448,607.78; alternate 2 $421,711.48.

STP-7231(101), key 5657 – Intersection 5th and Humbolt, Pocatello, Bannock County, District 5. Low bidder: Alliance Electric Inc., Pocatello, Idaho - $131,845.

STM-0003(617), key 5807 – District Wide Brooming; I-84, I-184, US-95, SH-19, SH-21, SH-55, and SH-67; Ada, Adams, Boise, Canyon, Elmore, Payette, Valley, and Washington Counties; District 3. Low bidder: Eterna-Line Corp. of Idaho - $80,790.

CM-0300(120), key 6000 – Bartz Field Paving, Pocatello, Bannock County, District 5. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The contractor realizes its bid is low, but did not have any work lined up this year and needed some work. Low bidder: Bannock Paving, Pocatello, Idaho - $36,898.

IMG-0005(102) and IMG-0006(101), keys 5401 and 6232 – FY97 District 5 and 6 Interstate Pavement Markings; I-86 and I-15; Cassia, Power, Oneida, Bannock, Bingham, Bonneville, Jefferson, and Clark Counties. The low bid was more than 25 percent under the engineer's estimate, requiring justification. Because this was the first contract of this type in Idaho, the estimate was based upon unit costs from a similar project in Oregon in 1996. The Oregon contract was the same as this contract in every respect except that the Oregon contract specified solvent-borne paint, which costs about 20% less than waterborne paint. The estimated unit cost for this contract was therefore based on the Oregon bid price plus 20%. Because the low bid price for this project ended up being almost identical to what was bid in Oregon, the costs for labor, equipment and materials are about 20% lower than the engineer's estimate. Additionally, the contractor bid almost no mobilization, which accounts for the remaining discrepancy. Nothing would be gained by rejecting the bids. Because the work is needed for safety of the traveling public and cannot be delayed any longer, the only option would be to accomplish the work by state forces. The Board has directed the Department to privatize this work, therefore, staff's recommendation was to award the bid. Low bidder: Sunrise Highway Ptg. Inc., Venice, Utah – base bid: $185,468, alternate bid: $243,249.

STM-84-1(528), key 6774 – Roadside Herbicide Application, I-84 and I-184, Payette, Canyon, Ada, and Elmore Counties, District 3. The low bid was more than 25 percent under the engineer's estimate, requiring justification. This bid was the first herbicide application project advertised in the state and the engineer's estimate was based on the Average Statewide Cost. The interstate is a straight 12' application and does not have the obstacles to maneuver around as the primary and secondary state systems have. This application has a high production rate which results in a lower cost operation, which was not accounted for in the engineer's estimate. Low bidder: Perma-Green Lawn Company, Boise, Idaho - $24,998.66.

STP-7024(100), key 5971 – Down River Road, Lewiston, SH-128, Nez Perce County, District 2. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The basis for the engineer's estimate was the Average Unit Price Report. Some of the items with major differences include 405-A-6 Plant Mix Pavement Class II; 405-A-7 Plant Mix Pavement, Leveling Class II; 307-A Open Graded Rock Base; and 629-A Mobilization. The District believes the major reason for the low bid was the use of a commercial source in the proximity of the plant. The District recommends the project be awarded because readvertisement would delay the project, causing a possible increase due to the lateness into the construction season. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - $213,477.18.

ST-3754(601), key 6566 – Melba Junction to Deer Flat Road, SH-45, Canyon County, District 3. Low bidder: Nelson Construction Company, Boise, Idaho - $794,845.90.

STR-184-1(504)1, key 6602 - Emerald Street Overpass, Boise, Ada County, District 3. Low bidder: Concrete Placing Company, Inc., Boise, Idaho - $108,664.

STP-NH-2390(106), key 5139 – Shoshone South, Stage II, US-93, Jerome and Lincoln Counties, District 4. Low bidder: Nelson Construction Company, Boise, Idaho - $2,894,764.87.

ST-3250(605) and STKP-3673, keys 5131 and 6078 – SH-55, Junction US-95 to Snake River Bridge and Marsing Stockpile, Owyhee County, District 3. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The Average Unit Price Report for similar projects was the basis for the engineer's estimate. The major items of difference were plant mix pavement, cement recycled asphalt base stabilization (CRABS), and mobilization. Due to the increased utilization of this pavement rehabilitation method, the unit price for CRABS has decreased. Also, due to the increased number of contractors performing this type of work in this region, mobilization costs have reduced. The District believes the low bid is a good, competitive bid and recommended awarding this contract. Low bidder: Central Paving Company, Inc., Boise, Idaho - $411,410.

ER-3290(105), key 6874 - Robie Creek to Mores Creek Bridge, SH-21, Boise County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the cost of riprap for other emergency relief projects this year along the Little Salmon River. The District 2 project included substantially more riprap, so that item was increased for this SH-21 project, but not enough to allow for the keying in of the filter fabric and the riprap in the now higher than average flow currently in Morse Creek. The District believes the bid is reasonable and due to the urgency of the project, recommends awarding the bid.

The Board ratified its earlier action to award this project. Low bidder: Arrowhead Sand Inc., Roberts, Idaho - $285,750.

IM-15-3(090)172, key 6247 – Sheep Station Interchange to Stoddard Creek Road Interchange, Clark County, District 6. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate is roughly based on the Average Unit Price Report and past bidding history of projects of similar nature for standard items. This project involved some new modifications to the specifications for SP-01, cement recycled asphalt base stabilization which the District believes strongly influenced the bid price increases. Also, staff has contacted several contractors and finds that many of them are no longer bidding projects due to their current workloads.

The bids generally compared well with the engineer's estimate with the exception of SP-1-C, pulverize existing surface, and mobilization. The contractors' workloads are the primary cause of the overrun for the first item. A check of average bid prices for mobilization shows that the bid was slightly above average while the estimated price is average. The District has examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage of. The overall prices for the items on this contract are not unreasonable and the District desires to award the project.

The Board concurred with staff's recommendation. Low bidder: LeGrand Johnson Construction Company, Logan, Utah - $1,508,595.90.

STP-7124(100), key 5419 – East Main Street, Lewiston, Nez Perce County, District 2. Low bidder: A&R Construction, Inc., Lewiston, Idaho – A: $2,037,446.25 and 150 days; B: $2,787,446.25.

STR-2390(656), key 5951 – Junction US-20 to Bellevue, SH-75, Blaine County, District 4. Low bidder: Hunziker Construction Company, Pocatello, Idaho - $764,167.42.

PFH-54 and STKP-2562, keys 2643 and 6064 – Pierce to Grangemont Road and Weippe Stockpile, SH-11, Clearwater County, District 2. Low bidder: Glen L. Waddell, Inc., Coeur d'Alene, Idaho - $3,961,851.57.

4) Update on professional agreements report. In an effort to improve the accuracy of the professional agreements report and the overall consultant agreement record keeping, the Roadway Design Section will begin producing this report around July. A temporary employee has been hired to produce the programming necessary to completely automate the consultant agreement record keeping.

5) Monthly update on progress on WASHTO Conference. Approximately 600 registration packets have been mailed to potential delegates and guests. At the WASHTO Chief of Administration's meeting in Boise earlier this month, an invitation to Sun Valley was made and a draft program was provided.

6) Financial Statement. The Board reviewed the financial statement through March 31.

Railroad Grade Crossing Protection Account. To date, five railroad grade crossing protection projects have been obligated in FY97 with five more projects anticipated to be obligated. This would leave a balance of $220,683 in this account. In response to a question on the timing of this report, CE Ross explained this is an annual report provided to the Board.

Member McClure made a motion to accept the Railroad Grade Crossing Protection Account for FY97. Member McHugh seconded the motion and it passed unopposed.

Additional Bid. IM-15-3(087)167 and STP-15-3(091)167, keys 6231 and 6326 – Dubois to Sheep Station Interchange Northbound and Dubois Interchange to Humphrey Road Interchange, I-15, Clark County, District 6. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - $1,682,091.81. Member Miller reported that last summer the second lowest bidder on this project held up traffic and the workmanship quality was poor on a project it completed in the area. He asked if, in a case like that, the Department could award the bid to the next-lowest bidder. That is not an option. Because this project is not over the engineer's estimate by 10%, not more than $3 million, and was not specifically requested by the Board for approval, Director Bower reminded the Board that the project has already been awarded. CE Ross added that he will remind the District Engineers of the Department's commitment to improve public convenience, particularly during construction projects.

WHEREUPON the meeting recessed at 4:25 PM.

April 18, 1997

The Transportation Board meeting reconvened at 8:10 AM at the District 2 Office, 2600 North and South Highway, Lewiston, on Friday, April 18. All members were present. Deputy Attorney General (DAG) Steve Parry and Representative Judd were also in attendance.

Board Items. Chairman Winder asked if the Board would like to continue scheduling meetings with the chairmen of various advisory boards and committees while touring their respective districts. The consensus of the Board was to continue meeting with these groups.

Member Smith believes that the employee survey conducted in 1991 was beneficial and revealed a number of things about the Department. Another survey would be helpful, using the same format for comparison purposes. He said the initial survey was confidential, as the surveys were mailed to a private company and then the results provided only to the Board members. Because this is a sensitive issue, Vice Chairman Mitchell suggested using a private company instead of a state university, as was suggested earlier. Member Miller questioned the purpose of the survey and what the Board would like to get out of it. Chairman Winder asked that discussion on this item be continued at next month's meeting. Staff is to provide an outline on who may be able to provide the services desired and the cost.

The Board members provided guidelines for the Secretary to the Board to follow when responding to letters addressed to the Board.

Member Combo reported that the Subcommittee on Sugar City Access is making progress. ADE6 Bala and the facilitator, Dick Bauman, have provided excellent leadership and assistance. Several issues still need to be addressed, including right-of-way acquisition, public information meetings, and public hearings. The subcommittee determined a full interchange at SH-33 and a split diamond interchange at Center Street, as a phased project, is the best solution. Local officials have offered assistance and Member Combo said a good partnership has been established to work on this project. Chairman Winder thanked Members Combo and Miller for their participation on this subcommittee.

In prior years, legislative auditors have met with the Board to discuss repeat findings and potential solutions. Vice Chairman Mitchell suggested extending an invitation to legislative auditors to again meet with the Board.

Member Smith provided an update on the work of the Subcommittee on Additions to and Deletions from the State Highway System. Two routes are being negotiated for relinquishment: SH-40 by Downey and SH-75 spur in Ketchum and Sun Valley. Work is proceeding on the acquisition of the Grand View and the Buhl to Wendell roads.

Director's Items. Micron Technologies, Inc. is continuing to pursue a project to improve the I-84 Franklin overpass with ITD and the city of Nampa. The company would be responsible for a new structure over the interstate, which would widen Franklin Road, while ITD would provide signalization for the two intersections on either side of the structure and ramp terminal

improvements. Director Bower said the estimated cost for ITD's share would be $750,000 while the new structure would cost between $1.5 and $1.8 million. He added that $190,000 is currently programmed in FY98 for the signalization project.

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

RES. NO. TB97-20

WHEREAS, Micron Electronics, Inc. has held meetings with the District 3 staff and in conjunction with Nampa City and Nampa Chamber of Commerce officials in its desire to improve the I-84 Franklin Road overpass; and

WHEREAS, the Transportation Department has received a letter dated March 27, 1997 from Micron Electronics, Inc., outlining general plans and a proposal to improve the I-84 Franklin Road overpass.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board authorizes the Director to proceed with the scope of the project and work toward a letter of intent on a partnership to improve the I-84 Franklin Road overpass.

FHWA provided a briefing on Infrastructure Banking Systems (SIBs) earlier this month. Chairman Winder and Members McClure and Miller attended. Director Bower said Congress will make $150 million available for this program this year, with the possibility of $150 million in each of the next five years, pending reauthorization of ISTEA. It will be administered by the US Department of Transportation. Participating states are able to draw interest on the federal funds in the program. South Dakota and three other states have submitted an application for the pilot program and have named Idaho as a member of this multi-state SIBs, to be included at a later date. The Director reported that Deputy Director Keith Bumsted will be attending a SIBs conference in Texas later this month to learn more about the program.

Member McClure believes the program could be beneficial to Idaho and could provide additional revenue. However, he questioned the need to partner with another state rather than participating as an individual state. Because South Dakota's multi-state application has already been submitted, Member Miller thought there would be a better chance of receiving money by being included in their program.

Last month Director Bower testified on the reauthorization of ISTEA at a congressional hearing in Coeur d'Alene. Part of his testimony focused on the percentage of federal lands in a state. Several individuals emphasized the importance of US-95 and the need to improve the route. Director Bower said the public affairs staff developed an excellent video focusing on US-95, and he also praised staff for the work on the reauthorization and the involvement with the five-state coalition. He reported that the hearing went well, and added that Governor Batt also testified. Chairman Winder, Vice Chairman Mitchell and Members Combo and McClure also attended the hearing.

Director Bower announced the recent appointment of Sue Simmons as the Department's Controller. She had been with the Division of Financial Management.

Director Bower informed the Board of a land dispute with the State Land Board at Gowen Road and Federal Way in Boise. An appraisal is being obtained and the Department is working on resolving the issue.

The Division of Environmental Quality (DEQ) has provided a letter of support to Governor Batt for the Surface Transportation Authorization and Regulatory Streamlining Act (STARS 2000). Although some concern was expressed regarding the Congestion Mitigation and Air Quality Program, Director Bower believes a meeting held earlier this week alleviated DEQ's concerns.

Director Bower reported that Dick Hedges, Construction Engineer, has announced his retirement, effective May 1.

Environmental Awards. FHWA Division Administrator Jack Coe recognized Manny Todhunter and Glenda Dietrich for their work in the environmental arena. He expressed appreciation to the two individuals for the excellent job addressing environmental issues and provided them with plaques in appreciation of their efforts.

Delegation – Professor Michael Kyte. Professor Kyte thanked the Board for the opportunity to share the activities occurring at the University of Idaho and expressed appreciation for the assistance and cooperation ITD has provided. The National Center for Advanced Transportation Technologies (NCATT) is a successful partnership with ITD. Some of the current projects include research on hybrid electric vehicles and biodiesel fuels and traffic pavement systems technology. He reported that the U of I has assumed oversight of the Technology Transfer Center and also elaborated on the training facilities available.

Professor Kyte testified at the congressional hearing on the reauthorization of ISTEA in Coeur d'Alene last month. NCATT was funded in ISTEA and he would like to see continued funding in the next act. The consensus of the Board was to prepare a resolution supporting NCATT funding in the next transportation act.

The Board thanked Professor Kyte for the informative presentation on the University's activities.

Northwest Passage Corridor Management Plan. The North Central Idaho Travel Association (NCITA) recently completed the Corridor Management Plan (CMP) for the US-12/SH-13 corridor. The Clearwater Economic Development Association (CEDA) served as the project coordinator/administrator. Eldonna Gossett, NCITA President, emphasized the involvement of area citizens and the desire to continue working with the communities in the area. She added her appreciation to the District 2 staff for its assistance with this endeavor.

Consultant Tom Hudson reported that emphasis will continue on the partnership with NCITA, CEDA, and the communities on this grass-roots project. The Lewis and Clark bicentennial is approaching and Lorraine Roach, the consultant's subcontractor, believes it will draw a lot of travelers to the area. She stated that the Oregon Trail sesquicentennial in southern Idaho recently attracted 6 million people and the Lewis and Clark celebration is predicted to be

even bigger. She added that traffic safety and alternative modes of transportation are big concerns.

Senior Transportation Planner Garry Young expressed appreciation to all of the individuals and committees involved in developing the high-quality corridor management plan. He reported that Jim Carpenter, District 2 Engineer, has raised a concern about the possibility of moving the administration of the state scenic byways program from ITD to the Department of Commerce (DOC). The NCITA and the DOC will be notified that the Scenic Byways Program should remain with ITD and assured that coordination with DOC will be continued and strengthened. Board approval for the CMP will be requested next month.

Vice Chairman Mitchell informed the group of the Lolo Pass Rest Area which is a joint project with the Montana Department of Transportation, Forest Service, and ITD. The Board members thanked the group for the information and work on this venture.

The Clearwater Management Council submitted a letter to the Board requesting a name change on the US-12/SH-13 scenic byway to Idaho's Northwest Passage.

Strategic Planning Process. Senior Transportation Planner Mark McNeese outlined the Department's Strategic Planning Process. He provided a brief history, focused on the Plan's ties to the budget and individual performance plans, and explained the format and content changes for the FY98 Strategic Plan and the Board's involvement.

The Board thanked Mr. McNeese for the informative presentation.

Amtrak's Pioneer. In August 1996, Amtrak proposed to discontinue service on the Pioneer, serving southern Idaho, in an effort to reduce Amtrak's operating losses. This was to be effective November 1996, however, Congress provided money to continue service on this and three other routes on a temporary basis until May 1997. Amtrak notified the Governors of the affected states in February that service on the Pioneer, a Denver-Ogden-Boise-Portland-Seattle route, will be discontinued on May 10 unless the necessary financial resources were made available from the states served by the Pioneer or other sources by March 15.

The Oregon Department of Transportation and ITD have been working with Amtrak to explore service options along the route, including replacement service for the Pioneer which would operate between Portland and Salt Lake City. This option would have required a commitment of approximately $3 million from Oregon and Idaho to keep the train running until September 30. Neither state committed the necessary funding. Reinstitution of service on the Pioneer in the future appears unlikely, unless Congress provides Amtrak adequate additional financial support. Amtrak will, however, restore daily service (from four days weekly) on the Empire Builder from Chicago to Seattle/Portland serving northern Idaho at Sandpoint and Spokane, Washington.

Executive Session on Legal and Personnel Issues, Section 67-2345(f) and (b), Idaho Code. At 11:35 AM, Member Combo made a motion, seconded by Member McHugh, to meet in

executive session to discuss legal and personnel issues with DAG Parry. The motion passed unanimously.

The Board came out of executive session at 1:30 PM. No decisions were made.

The Iowa Approach to Condemnation. Right of Way Manager Leonard Hill provided an overview of the coordination of condemnation cases between ITD and the Attorney General's Office and also of Iowa's compensation commission system, Iowa's approach to obtaining possession of property. A summary of how Iowa's condemnation process could be incorporated into Idaho legislation was also furnished.

Administrative Settlements of Right of Way Acquisition. During the second quarter, 35 parcels were processed, 17 of which had administrative settlements, or 48%. Member Combo asked what other kinds of settlements there were and what the difference is between administrative and negotiated settlements in the District. Mr. Hill said those settlements may be the same. He added that the Right of Way Section turns the legal settlements over to the Deputy Attorney General's Office after condemnations have been filed.

Legal Items. Member Smith made a motion, seconded by Member McClure, and passed unanimously, to approve the following resolution:

RES. NO. TB97-21 WHEREAS, the Transportation Department purchased property from Lucille Wilson to build a rest area near Mountain Home; and

WHEREAS, the Department's plans for a rest area near Mountain Home have changed; and

WHEREAS, Lucille Wilson has filed suit against the Department seeking to have the property returned to her ownership.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board authorizes the Director to settle the lawsuit in the best interest of the Department.

Vice Chairman Mitchell made a motion, seconded by Member McHugh, and passed unopposed, to approve the following resolution:

RES. NO. TB97-22 WHEREAS, the Transportation Department is widening Eagle Road in Ada County and needs to acquire Parcel No. 68 for Project No. NH-F-3271(037); and

WHEREAS, the Department has an appraisal valuing the entire property at $480,924.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board authorizes acquisition of Parcel No. 68 for $480,924.

Member McHugh made a motion, seconded by Member McClure, to approve the following resolution:

WHEREAS, the Transportation Department has filed a condemnation on Parcel

No. 8 on the Eagle Alternate route; and

WHEREAS, it has been determined that the city of Eagle would have allowed the property owner to subdivide his property.

NOW THEREFORE BE IT RESOLVED, that the Department is authorized to settle the condemnation for $240,000 plus prejudgment interest, property owner expenses, and attorney fees incurred to date.

The vote on the motion was 3-3. Chairman Winder abstained from voting due to a conflict of interest. The motion failed on a tie vote.

Member Smith made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. TB97-23 WHEREAS, the Transportation Department has filed a condemnation action on Parcel No. 15 on the Eagle Alternate route; and

WHEREAS, the Department has obtained an appraisal of the property at $352,640.

NOW THEREFORE BE IT RESOLVED, that the Department is authorized to settle the condemnation for $357,640.

Member McClure made a motion, seconded by Member McHugh, to approve the following resolution:

WHEREAS, the Transportation Department has filed a condemnation on Parcel No. 10 on the Eagle Alternate route; and

WHEREAS, the Department has a new appraisal at $680,000.
NOW THEREFORE BE IT RESOLVED, that the Department is authorized to offer to the property owner $680,000, plus prejudgment interest, to settle the condemnation.

The motion failed 2-4.

Member McHugh made a motion, seconded by Member McClure, to approve the following resolution:

RES. NO. TB97-24 WHEREAS, the Transportation Department has filed a condemnation on Parcel No. 4 on Project No. NH-F-3271(052); and

WHEREAS, the Department has obtained an appraisal of the property at $311,400.

NOW THEREFORE BE IT RESOLVED, that the Department is authorized to make an offer of judgment for $311,400, plus prejudgment interest.

The vote being tie, 3-3, Chairman Winder voted in favor of the motion. The motion carried 4-3.

Advances and Delays within the State Funded Programs and Event 97 Emergency Relief Program. Last month staff reported that the available funding in the FY97 State Restricted (STR) Program was $1.2 million greater than was originally anticipated and that the current program of projects did not fully utilize the additional revenues. CE Ross proposed three FY98 projects to be advanced into FY97. Staff also completed an end of the year review of state funded projects for their readiness. Based on the review, four projects need to be delayed from FY97 into FY98 and staff proposed advancing projects into FY97 to fully utilize the available funding. The advancements were based on project readiness and the fact that they are minor rehabilitation projects. Additionally, the Emergency Relief Program was updated.

Member McHugh made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:

RES. NO. TB97-25

WHEREAS, it is in the public's interest for the Transportation Department to accomplish a current, realistic and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal and State highway funding; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a 3-year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, the proposed changes to the FY97-01 Highway Development Program bring the FY97 State Highway Programs within the current available funding levels; and

WHEREAS, the Department has developed a Program of projects for the 1997 Flood Event (ID 97-1) and sought federal Emergency Relief funding for these projects; and

WHEREAS, the Department has requested an additional $14.6 million in Federal-aid Emergency Repair funds for the 96-1 and 96-2 events and an additional $6;3 million for the 97-1 event.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY97-01 Highway Development Program, as shown in Exhibit 182, which is made a part hereof with like effect, and authorizes staff to make the appropriate changes to the FY97-99 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991 and to reflect these changes in the June, 1997 97-2 Supplement to the approved Highway Program; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the 97-1 Emergency Relief Program, also shown in Exhibit 182.

Information – Status of Conditions to FY95 Size and Weight Certification. FHWA notified the Department of five conditions to full acceptance of Idaho's FY95 Size and Weight certification. A regional team was formed to develop solutions to each of the conditions and report progress quarterly to Washington, DC. The conditions and solutions were presented to the Board. CE Ross reported that resolutions to these findings have been developed and implemented and should meet the requirements.

Three Island State Park, Glenns Ferry, Key 6038, District 3. This FY97 project is scheduled in the Enhancement Program for $2,130,000. The project sponsor, the Idaho Department of Parks and Recreation (IDP&R) is responsible for the 50% match, or $1,062,500. The state legislature has budgeted $600,000 to IDP&R for this purpose, with spending authority contingent on the locals providing the remaining $462,500. According to an IDP&R representative, approximately $100,000 has been raised by the Glenns Ferry locals. IDP&R is pursuing an economic development grant for the project.

IDP&R indicated a desire to delay this project to FY98. Should project funding become tangible in May 1997, design could commence by the end of August. Estimating a nine month design schedule would result in plans, estimates, and specifications review in June 1998 and construction award in August 1998. This projected development schedule would barely meet FY98 Enhancement funding obligation requirements. Therefore, if the project is extended into FY98, it is possible to complete project development in a timely manner, only if all project funding becomes available by May 1, 1997.

CE Ross said the Department will continue to monitor this project closely, and added that the Board could change its policy on the 50% local match requirement. Mr. Coe interjected that Enhancement projects could be fully funded with federal money. He added that Enhancement funds lapse after three years. With the entire Enhancement Program dedicated to the Malad Gorge project in FY98, he expressed concern that dropping this project may result in lapsed funds.

Member Smith said the likelihood of the locals providing the match for the Three Island State Park project is small and added that the Enhancement Program is dependent on continuation of funding in the reauthorization of ISTEA. He suggested monitoring both this project and the reauthorization of ISTEA. Director Bower questioned the desire to fund this program, particularly since the design work has not commenced. He suggested visiting with IDP&R Director Yvonne Ferrell on this project to determine IDP&R's commitment to this project and the amount of hard cash the locals have acquired, and to consider down-sizing the plans. The consensus of the Board was to revisit the Three Island State Park project next month.

Request for FY97 Unallocated Funds for Pipe Project on US-95, District 3. District staff worked with citizens and officials in Payette County to try to reduce future flooding damage in the Payette area. The consensus was that a 48 inch pipe would be the best solution, located at the

south end of Payette City at the intersection where the main line of US-95 and the US-95 spur into downtown Payette separate. The pipe, however, is not eligible for emergency relief funds.

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

RES. NO. TB97-26

WHEREAS, the roadway on US-95 at Payette Wye is likely to flood if a 48 inch pipe is not installed prior to spring run off; and

WHEREAS, the Transportation Board has made available unallocated State Funds to address emergency problems that arise during the year; and

WHEREAS, the FY97 State Funded Unallocated Account balance is $130,000.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the use of $51,000 from the Unallocated Account to add the US-95 Pipe at South Payette Wye project to FY97 of the State Funded Program.

Delegation – Central Highway District. Rick Samsel, Road Foreman, requested $550,000 for a project to upgrade Reubens-Gifford Road. This local route was used extensively as a detour in 1995 when US-95 was closed. Since that time, traffic has more than doubled. To save money, Mr. Samsel suggested funding the project this summer in conjunction with another planned project in the County.

CE Ross explained the procedures to get projects in the Highway Development Program. Although the Highway District has submitted an application for this project, it needs to go through a review, public involvement, and approval process. Chairman Winder recommended working with the district staff on a possible interim solution.

Board Policy B-05-14, Safety Rest Areas. Minor wording changes were made to make the Board and Administrative policies similar. Member Smith questioned the removal of a sentence regarding planning and scheduling corrective action for rest areas that do not meet Department goals. The intent of that deletion was to provide a more generic Board policy, according to CE Ross. That language is included in the Administrative policy.

Member Smith made a motion to approve the revisions to Board Policy B-05-14, Safety Rest Areas, with the inclusion of that sentence. Vice Chairman Mitchell seconded the motion and it passed unopposed.

WHEREUPON, the regular monthly Board meeting and tour of District 2 officially adjourned at 2:40 PM.

signed

CHARLES L. WINDER, Chairman
Idaho Transportation Board

May 14, 1997

Read and Approved
May 14, 1997
Boise, Idaho

REGULAR MEETING AND DISTRICT 3 TOUR
OF THE IDAHO TRANSPORTATION BOARD

May 13-14, 1997

The Transportation Board meeting and District 3 tour officially convened at 8 AM, on Tuesday, May 13, in Boise. The following principals were present:

Charles L. Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member – District 1
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member – District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
LeRoy Meyer, District 3 Engineer
Jeff Miles, Assistant District 3 Engineer
Jack Coe, Administrator – Federal Highway Administration

Representatives Dave Bivens and Shirley McKague joined the group as it departed Boise west on SH-44. The SH-55 north project, junction SH-44 to Shadow Valley Golf Course, was viewed. DE Meyer explained the channel flooding south of Eagle as the tour continued on SH-55 south. At the approach to the St. Lukes hospital north of I-84, the Board viewed the traffic signal that has been requested for relocation. DE Meyer reported on the planned development in the area and the impacts that may have to the Eagle Road Corridor.

The tour continued west on I-84. Due to the economic development in the area, the Garrity Boulevard interchange in Nampa will need improvements in the near future. DE Meyer said traffic backs up onto the interstate and plans are to install a double left turn off of the off-ramp. He added that the city is widening Garrity Boulevard to four lanes north to the Idaho Center.

Senator Jerry Thorne and Nampa city officials joined the group for a tour of the recently-constructed Idaho Center. Rod Orrison, Idaho Center representative, reported on planned development in the area. He believes the biggest problem will be getting traffic on and off of the interstate.

From there the group traveled I-84 west to the Franklin Interchange. DE Meyer provided a brief explanation of the partnership project with Micron Electronics to improve the Franklin

Road overpass. The Board viewed the site of the proposed Karcher Interchange and heard an update on this FY01 project.

Delegation – City of Nampa. Nampa Mayor Winston Goering welcomed the Board members and staff to the Nampa area and to the Nampa Civic Center. Due to the tremendous growth in population and economic development, traffic problems are becoming acute, according to city official Larry Bledsoe. Some of the city's current priorities include installation of traffic signals and widening Garrity Boulevard. The city is willing to work with the property owners to acquire the needed right of way to widen the boulevard to five lanes, and will be approaching ITD about a joint project soon. The city's long-range plans call for interstate expansion.

City Administrator Ken Harward reported on recent improvements made to the city's entryways and also on benefits of the Karcher Interchange project. He concluded by thanking the Transportation Board for its assistance and interest in the Nampa area, including Chairman Winder's and Member McClure's participation at the recent press conference announcing the joint project with Micron Electronics to improve the Franklin Road interchange and overpass.

Director Bower commended the city for the work it has done on transportation issues and for including the Transportation Department as partners. Member Combo questioned the on-going communication with ITD on plans in the Idaho Center area and the impacts to the infrastructure that the planned development will have.

Mr. Bledsoe indicated ITD will be kept informed of plans but indicated traffic does not currently justify large expenditures in that area. Mr. Harward added that four lanes are being built currently, however, as development occurs, the developers will provide additional lanes for future widening. In response to a question on a new interchange at Garrity Boulevard, Mr. Harward said that will be needed in the future, but not at this time. As the area grows, the city will approach the Board on additional partnering projects, however, the city is working with the district staff on interim improvements now, including double left turn lanes and signalization.

CE Ross emphasized the need to keep ITD informed of the city's plans. ITD wants to be involved at the on-set, given the need for sufficient right-of-way before the land is occupied by development for projects. Member Combo echoed those comments.

Member Smith commended the city for its forward thinking on planning and particularly on improvements to the infrastructure. He believes a good relationship has been established with ITD and he appreciates the city's cooperative spirit.

Mr. Harward realizes the Board's demands are overwhelming and is cognizant of the statewide needs the Board must consider and prioritize. He thanked the Board and Department for the partnership that has been established and thanked the group for the meeting.

The tour continued south on SH-55. After looking at the proposed Sunny Slope project, the group continued traveling SH-55 to the US-95 junction. The Board drove US-95 to the

Oregon state line where they turned around and traveled north on US-95 to Payette. From Payette the group traversed SH-52 and SH-16. DE Meyer reported that blowing sand on

Freeze Out hill, SH-16, creates poor visibility at times. An estimated cost to relieve this problem is $1.3 million, however, no money is programmed for this project. The Board returned to Boise via SH-44.

After returning to the District 3 Office, the group looked at the incident response truck and heard a brief summary of the activities of the trucks.

WHEREUPON the meeting recessed at 5 PM.

May 14, 1997

The Transportation Board meeting reconvened at 8:15 AM at the District 3 Office, 8150 Chinden Boulevard, Boise, on Wednesday, May 14. All members were present. Senator Hal Bunderson and Deputy Attorney General (DAG) Steve Parry were also in attendance.

April 17-18, 1997 Board Minutes. Vice Chairman Mitchell made a motion, seconded by Member McClure, to approve the minutes of the Board meeting held on April 17-18, 1997, as corrected. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
June 4-6, 1997 - District 4
June 20, 1997 - Boise; Statewide Transportation Improvement Program and budget work session
July 10-11, 1997 – District 1
August 18-19, 1997 – District 6
September 17-19, 1997 - Boise

Consent Calendar. Member Combo made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:

RES. NO. TB97-27 *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board has received and reviewed the following: contract awards and quarterly returned check report.

1) Contract awards. The Board acknowledged action on the following construction bids in accordance with Board Policy B-04-01:

STP-3707(100), key 5946 – East of Givens to Junction SH-45, SH-78, Owyhee County, District 3. Low bidder: Central Paving Company, Inc., Boise, Idaho - $813,250.82.

STM-6350(620), key 6120 – Salmon to Gibbonsville, US-93, Lemhi County, District 6. Low bidder: Coral Construction Company, Wilsonville, Oregon - $196,865.70.

SBID-2390(115), key 6180 - Sculptured Canyon Interpretive Turnout, SH-75, Lincoln County, District 4. Low bidder: Jay Jackson & Associates, Homedale, Idaho - $42,856.50.

STR-3270(613) and ST-3270(606), keys 6304 and 5648 - SH-55, Horseshoe Bend to North of Banks and Gardena North Passing Lanes, Boise County, District 3. Low bidder: Central Paving Company, Inc., Boise, Idaho - $1,594,041.30.

STR-2360(609), key 5950 - Buhl to Filer, US-30, Twin Falls County, District 4. Low bidder: Bannock Paving Company, Pocatello, Idaho - $1,171,214.40.

STP-3906(100) and STP-4300(100), keys 5755 and 5557 - Payette Lake Trails and McCall Bike Trail, Valley County, District 3. Low bidder: Eterna-Line Corporation of Idaho, Boise, Idaho - $518,843.53.

IM-84-3(055)194, key 6467 -Greenwood Interchange to Burley Interchange, I-84, Jerome and Minidoka Counties, District 4. Low bidder: H K Contractors, Inc., Idaho Falls, Idaho - $481,405.

ST-2390(657) and ST-2741(605), keys 6567 and 6568 -Perrine Bridge and Hansen Bridge Ice Detectors, US-93 and SH-50, Twin Falls and Jerome Counties, District 4. Low bidder: Shotwell's Inc., Twin Falls, Idaho - $221,740.

2) Quarterly returned check report. During the third quarter of FY97, $20,574,319 in checks were received. The returned checks equaled $11,531 for a return rate of .056%. A total of $8,440 was collected for a collection rate of 73%. In comparison to the FY96 third quarter, the Department is experiencing a higher percent of returned checks with a greater collection rate. Overall the department receives a minimal amount of returned checks. The collection efforts follow industry standards.

Official Minute Relinquishing I-84B and Adding SH-67. The 5.7 miles of a former portion of I-84 Business will be relinquished to the Mountain Home Highway District in an exchange for 16.3 miles of Grandview Road, which is to be added to the State Highway System as SH-67. Cooperative agreements have been signed by Owyhee County and the Mountain Home Highway District for the exchange of highways and rights-of-way appurtenant thereto. The Mountain Home Highway District will continue to provide snow removal and sanding on new SH-67. The portion of SH-67 that extends from the junction of Grandview Road to the Mountain Home Air Force Base will be redesignated SH-67 Spur.

Member Smith reported that this recommendation is the first action of the Board subcommittee. He questioned the inclusion of deed exchanges in the agreements.

Member Smith made a motion to approve the official minute relinquishing a portion of I-84 Business in Mountain Home from the state highway system and the addition of the Grandview Road to the state highway system, with the language of deed exchanges to be incorporated into the official minute and cooperative agreements between the entities. Member Miller seconded the motion and it passed unopposed. The official minute is shown in Exhibit 183 which is made a part hereof with like effect.

Additional Bids. CM-0100(131), key 6007 - Signal interconnect, Meridian, Ada County, District 3. The low bid was more than 10 percent over the engineer's estimate, requiring justification. Only two bids were submitted, indicating the bid form included specialty work, appealing only to specialty contractors. Comparing the two bids received shows little variation between them, inferring that the bid documents were interpreted consistently with no glaring errors. Staff believes there is a potential savings by rebidding this work, as suggested by the project sponsor, Ada County Highway District (ACHD). The majority of the bid items were within the engineer's estimate with the exception of radio communications, radio tower, and the conduit and cable items, requiring special skills. Restructuring the base bid around those bids that are more generic and within the engineer's estimate will encourage more contractors to submit more responsive base bids. The additive alternates, should they remain high in resubmitted bids, may be eliminated from the contract work scope and performed by ACHD.

As there were no glaring errors, Member McClure believes the estimate was high. He questioned ACHD's desire to do some of the work because that would still cost ACHD money. He emphasized again his opposition to taking work away from the private sector because governmental agencies believe they can perform the work cheaper. That work still costs them money. Member Combo concurred and added rejecting and readvertising bids can create problems, particularly when work is removed from the bid and performed by state or local forces.

CE Ross believes ACHD's budget is impacted by this project, therefore, it's recommendation should be considered in the action. He said he would provide the Board with more information on this project later in the day.

RA-3-3, key R303 - Blacks Creek Rest Area Maintenance, I-84, Ada County, District 3. The low bid was more than 10 percent over the engineer's estimate, requiring justification. The engineer's estimate was based on past contracts with individuals contracting to do the maintenance work. The bids received this time were from companies who plan to subcontract part of the work. When 15 to 20 percent is added to each item on the engineer's estimate for administrative work and profit, the low bid is within 5 percent of the engineer's estimate. The Rest Area is currently closed for refurbishing, however, it is scheduled to reopen May 1, 1997. Due to the urgency, staff recommended awarding this bid.

Three close bids were received from reputable contractors and Member McClure believes that is justification in itself. He asked why staff has to provide additional justification. Vice Chairman Mitchell asked if the low bidder was the same company that provided maintenance at this rest area last year. He thought it was and that the company submitted a low bid last year, so he questioned the increase in this year's bid.

CE Ross said additional information on this project would also be provided later.

STM-15-1(529)0, key 6848 - Roadside Mowing, I-15 and I-86, Bannock and Power Counties, District 5. The low bid was more than 10 percent over the engineer's estimate, requiring justification. One bid was received. The engineer's estimate was based on the Average Unit Price Report, and FY96 and FY97 bid prices from other districts. This is the first mowing

contract advertised in District 5. The small project basic fixed costs such as insurance, mobilization, and overhead to do the work are proportionally higher for small projects than for large ones. The district does not foresee any benefits in re-advertising the project and recommends awarding the contract.

STM-6350(627), key 6851 - McGowan Creek to Montana Line, US-93, Lemhi and Custer Counties, District 6. The low bid was more than 10 percent over the engineer's estimate, requiring justification. The engineer's estimate is based on the cost to perform the work with District 6 maintenance forces, plus 20 percent, and past bidding history of a similar project bid last year. The District believes that this method of estimation accurately reflects the cost of performing the work. The lone bid received for this mowing of roadside vegetation project is extremely high. Staff has examined the plans and specifications and can find no fault with the plans that would lead to a large oversight for which a contractor may take advantage of. The price for the item on this contract is unreasonable and the District desires to perform the work under this project with state forces at significant cost savings.

Member McClure expressed concern with the lone bid received on both projects, plus the fact that one bid is recommended for awarding and the other for rejecting and re-advertising. Member Combo added his apprehension with single bidders and believes there may be unidentified factors.

CE Ross stated that this is the second time mowing is being contracted. These small contracts have to abide by bonding requirements and the Department is trying to assist the small companies. He would like to contract mowing as that would allow state forces to perform more productive work.

Member McClure made a motion to accept staff's recommendation on the two bids: award STM-15-1(529)0 to the low bidder - Green Velvet Reclamation, Sugar City, Idaho - $12,872.42; and reject STM-6350(627). Member Combo seconded the motion and it passed unanimously.

Board Items. Member Smith reiterated that the employee survey completed in 1991 was helpful and resulted in positive outcomes. Supervisors were provided evaluations that reported strengths and weaknesses and indicated where improvements could be made. He recommended using the same questions for another survey. Member Combo added that the survey was worthwhile although it was labor intensive. Two bid proposals for the employee survey were reviewed.

Over 400 internal issues were identified by employees when the Strategic Plan was developed, according to Director Bower. Action items were then identified to alleviate some of the problems. Staff is in the process of finalizing those now. He believes these internal issues are in the same arena as the survey and asked if the survey could be focused on areas of particular concern. He also believes three factors will influence a survey now: no salary increase funded by the legislature; the down-sizing occurring at the Department; and the increase in insurance premiums in FY98. Director Bower suggested reviewing the internal issues and the concerns of the Board and crafting a survey accordingly.

Member McClure believes, too, the three factors Director Bower outlined are major concerns of employees and could influence a survey, and added that a number of changes have occurred since the last survey. He questioned the purpose of the survey and believes doing an employee survey now just because the Board said a follow-up survey would be done is the wrong reason.

Member Miller does not think the issues have been clearly defined and recommended delaying a survey until it is more focused. Although the Board did state a follow-up survey would be performed, Member Smith wants the survey to be beneficial to the employees, however, if the need is not there, he said one should not be done.

Member Smith made a motion to complete an employee survey, using the same questions as in the 1991 survey, with the low bidder, HR Diversified to implement the survey. Member Combo seconded the motion. The vote being tied, Chairman Winder voted against the motion and it did not pass.

Member Miller made a motion to proceed with developing an employee survey, including using the information from the 1991 survey as a basis, but modified to include in the recent internal issues identified. Member McClure seconded the motion.

Member Combo suggested determining which consultant to use and have the survey tailor-made to the Board's desires. Member McClure recommended having one or two Board members oversee this process instead of the full Board. Vice Chairman Mitchell asked Member Miller to withdraw his motion, with the concurrence of Member McClure, so the consultant, Board representatives, and other pertinent information can be included.

Member Miller withdrew his motion and Member McClure concurred. See later minute entry on this issue.

Member Combo shared several concerns regarding right-of-way issues. When the Board is reviewing condemnation actions, he would like more information available, such as the original appraisal and a diary of the negotiations. He expressed concern with the public records law when ITD is in litigation because the offers to land owners are public record. He also mentioned a letter to Representative Kempton, which the Department received a copy of, from Scott McDonald, Association of Idaho Cities (AIC), regarding coordinating corridor preservation legislation this summer. He would like to discuss this issue at the meeting with the AIC Board of Directors on June 6.

Director Bower reported that a Transportation Planning Task Force is being established to identify a unified legislative proposal covering corridor preservation, developments of regional impact, coordination of transportation planning, and a mechanism for corridor preservation and developments of regional impact. The make up of the task force is to include three Board members plus three representatives each from the Associations of Idaho Cities, Counties, and Highway Districts, and one representing the three Metropolitan Planning Organizations and one representing the six Regional Planning Organizations. Senator Frasure

and Representative Kempton will be invited to participate. He reported on other activities occurring in the right-of-way area, including implementing a number of items that the Right-of-Way Team identified to improve the right-of-way acquisition process, DAG Parry and Right-of-Way Manager Leonard Hill are working on better coordination of condemnations, and next month the Board will hear a presentation from Scott Henning, Iowa Department of Transportation, on Iowa's condemnation procedures.

Director's Items. The financial statement as of the close of business on April 30, 1997 was distributed. The goal of deleting 70 full time equivalent positions in FY97 is on target and additional money should be available for highways. Vice Chairman Mitchell questioned the possibility of using the savings for employee compensation. Because the legislature did not fund a change in employee compensation and insurance rates are increasing, he would like to help the Department's employees. Although he supports additional funds for highways, he said the ITD employees are second to none and are as important as the infrastructure system.

A letter of intent has been signed with Micron Electronics for the improvements to the Franklin Road overpass in Nampa, according to Director Bower. Staff will present a proposal at the June work shop for the FY98 Program to fund ITD's commitment of ramp improvements and signalization. He added that this is a multiple phased project and only a portion is being constructed at this time.

Director Bower reported that "Technology News" is an update on technology being implemented in the Department, not just in the computer field, but in engineering and design. The document is published every other month.

The North Carolina Study completed by David Hartgen was a recent topic at the AASHTO Chief Administration Officers' meeting last month. Several recommendations were mentioned, including improving the standards. In the more recent study, ITD ranked 5th nationally. Although the reporting method of the Department has improved, Director Bower believes ITD has also improved.

In August and September Director Bower has been invited by the federal government to tour several countries that are moving their efforts to the private sector.

Presentation - Logo Signs. Traffic Engineer Greg Laragan explained ITD's rules regarding logo signs along interstates and provided statistics of logo signs in Idaho and information on western states' policies regarding logo signs in urban areas. Currently, logo signs are not limited to rural areas in Idaho, however, an 800-foot minimum space is required between logo signs and interchange directional signs and the logo signs must be set back beyond regular road signs.

Last month, Chairman Winder, Member McClure, and appropriate staff met with Ralph and Susan VanPaepeghem, owners of the Chevron Station at the Cole/Overland intersection on this issue. Prior to the reconstruction of the intersection, they had a logo sign. Because the interchange has been enlarged and a noise wall erected, there is insufficient room for a logo sign now. Staff was asked to provide an update on the Department's policy and to consider possible

modifications to the policy to adapt to the growth in the area. The District is also surveying other area businesses to determine how many logo signs would be desired.

Vice Chairman Mitchell would like information on other state's policies in similar circumstances. Chairman Winder said staff will continue working on this issue and provide alternatives.

Delegation - Bannock Planning Organization (BPO). Mori Byington, BPO Planning Director, provided an update on the Chubbuck Road widening project, programmed in FY98. At a recent public hearing, the public supported widening Chubbuck Road to five lanes, however, the project is currently funded as a four-lane project. To conform with the Metropolitan Planning Organization's Transportation Improvement Program, the project needs to remain in FY98 at an additional $913,000. BPO is recommending delaying the Pocatello Creek widening project from FY99 to FY01 to help alleviate the additional costs of the Chubbuck Road project.

Member Miller said a combination of different entities has been cooperating on this project. Member Miller made a motion to direct staff to review the project and work with BPO to accommodate their request. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Three Island State Park Interpretive Center. The Idaho Department of Parks and Recreation (IDP&R) is the project sponsor of this FY97 Enhancement project. The local entity supporting the project, the Crossing Development Corporation (CDC), provided staff with a summary of contributions to date for this project. ADE Miles reported that preliminary sketches of the facility have been drawn, however, no design has been performed.

IDP&R Director Yvonne Ferrell stated that if all of the pledges and commitments materialize, there will be enough money to provide the local match. Work is progressing on developing the educational story to be told at the interpretive center. Because the FY97 deadline cannot be met, she requested the project be delayed to FY98, although she realizes the Enhancement Program may change in the reauthorization of ISTEA.

A representative of the Crossing Development Corporation said the community has worked hard on this project and wants it to become a reality. A number of things are being planned and she believes a lot of progress has been made.

Member Smith made a motion to instruct staff to delay the Three Island State Park Interpretive Center project to FY98 to allow time for the project to materialize. Member Combo seconded the motion and it passed unopposed.

SH-21 Avalanche Area Recommendations, District 3. Per Board direction, staff considered contracting for avalanche forecasting services for the Canyon Creek section of SH-21 which traverses an area with 54 known avalanche chutes. Maintenance Engineer Clayton Sullivan reported the estimated cost of contracting for avalanche forecasting services is $20,000 per year. That cost includes annual training of ITD maintenance personnel, snow pit analysis, forecasting, and record keeping. Experts recommend that at least one and preferably two remote

weather stations be placed on Banner Ridge. The estimated cost of each installation is $30,000. The annual cost of maintaining the remote weather stations is estimated at $10,000 for two stations.

Member Combo questioned the cost of reopening the road throughout the winter when conditions are considered safe versus leaving the road closed and reopening at the end of the winter season when all avalanche danger has passed. Mr. Sullivan reported that over a ten-year period, the costs are about even. Some winters it may be cheaper to keep the road closed all winter while other years it may be cheaper to re-open the road on a regular basis.

Since the issue does not seem to be money, Member McClure summarized the costs as approximately $80,000 initially and $30,000 thereafter to provide better information on avalanche conditions, improving the safety of the maintenance crews and traveling public. One factor according to Vice Chairman Mitchell is the low volume of traffic, and he added that by spending additional money for better information, there are still no guarantees on safety. Member Smith questioned appointing the Director or his designee with this responsibility and said the three main considerations are the safety of ITD crews, the safety of the public, and cost.

Director Bower responded that he would install weather stations and hire an avalanche expert if the road is to remain open. He believes appropriate steps need to be taken to ensure safety of the public and maintenance crews.

Member McHugh made a motion to close the avalanche-prone section of SH-21 at the first danger of avalanches and to keep the road closed until all danger of avalanches has ended for the winter season. Vice Chairman Mitchell seconded the motion. The motion passed 5-1 with Member McClure opposing.

Chairman Winder thanked staff for the information and its efforts on this issue.

Roadside Rest Area Design and Construction. Earlier, the Board asked about the feasibility of utilizing architecture students to design rest area buildings and sites. Mr. Sullivan reported that when public works projects are funded by taxes or assessments, ITD policy requires that the plans, specifications, estimates, and construction be prepared and reviewed by a registered professional in that field. This policy conforms to state law and construction/design industry standards.

To utilize architectural students in the design and plans of rest area buildings or sites the Department has two options. The first option would be to contract with the University of Idaho who grants a degree in that field. Work completed by anyone without a license or registration, including students, must be under the direct supervision of a professional, who certifies the work before it is accepted for construction purposes. Students are available for design projects on a part-time basis. Work not performed by students will have to be performed by ITD staff or contracted out to a consultant. The University of Idaho will charge 30-50% overhead for the instructor, and administrative and material costs.

The preferred option would be to hire a student on an intern or hourly basis. Direct supervision and product approval would be provided by a certified professional within ITD.

Overhead charged would be approximately 25%. In order for this option to be effective, funds for hiring interns and hourlies must be available when needed.

In response to the inquiry on utilizing pre-fabricated restroom facilities, these facilities have been utilized on several projects using Scenic Byway or Enhancement funds and have proven to be successful. The real potential for pre-fabricated restroom facilities planning and design is in the Basic, Basic Plus, and very Simple Deluxe categories of roadside rest areas.

Pre-fabricated restroom facilities for more complex Deluxe and Gateway Deluxe are not practical at this time and do not meet ITD specifications, projections, and standards. Without major modifications, pre-fabricated facilities do not provide individualized disabled restrooms, lobby areas, or room for a staffed visitor information center. Also, design year projections would be difficult or impossible to achieve using current pre-fabricated models for Deluxe or Gateway Deluxe categories.

I-184 and I-84 Incident Response Program. District 3 initiated a pilot project for incident response and management on I-184 and I-84 between Meridian and Gowen Road in November 1995. The pilot project was initiated to help reduce congestion on these heavily traveled corridors which results from stalled vehicles and accidents. An additional objective, according to Mr. Sullivan, was to reduce secondary accidents which result from traffic backup caused by accidents. The program is staffed Monday through Friday during rush-hour traffic primarily by Port of Entry personnel with assistance from the District Maintenance and Safety staff.

The program has been well received by motorists and other responders, such as police and emergency medical services. Mr. Sullivan added that the program truly embodies the Board's commitment to emphasize public convenience. An incident response report was reviewed which included the number of incidents responded to and the costs of incidents.

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

RES. NO. TB97-28

WHEREAS, the Idaho Transportation Department, District 3 initiated a pilot project for incident response and management on I-184 and I-84 between Meridian and Gowen Road in November 1995; and

WHEREAS, the pilot program was initiated to help reduce congestion on these heavily traveled corridors caused from stalled vehicles and accidents; and

WHEREAS, an additional objective was to reduce secondary accidents which result from traffic backup caused by accidents; and

WHEREAS, the pilot program has been in continuous operation during rush hour traffic, Monday through Friday, each week with hours of operation from 6:30 AM to 8:30 AM and 3:30 PM to 6:30 PM since its inception; and

WHEREAS, the program has been well received by motorists, police, emergency medical services, fire, and hazardous material spill responders; and

WHEREAS, the program embodies the Board's commitment to serve the public convenience; and

WHEREAS, the cost of the program is being paid for many times over through road user savings which have resulted from less congestion and delay.

NOW THEREFORE BE IT RESOLVED, that ITD District 3 is authorized to continue the pilot Incident Response and Management Program and to consider expansion to the Nampa-Caldwell area on I-84 as the budget allows.

Although he supports the program, Member Combo expressed concern that this operation is unfunded. He believes the program will grow and additional funds will be needed to expand the program. Mr. Sullivan concurred and stated that a decision unit will be required in the future to fund the program.

Project Additions to the ID97-1 Local Emergency Relief Program and the Addition of a New Project to the State Restricted (STR) Program. Highway Programming Manager Dave Amick reported that Districts 1 and 3 have submitted local emergency relief projects located in Kootenai, Benewah, and Boise Counties. The projects would be added to the ID97-1 Local Emergency Relief Program.

District 5 requested the addition of the US-30, Garrett to Yellowstone, pavement rehabilitation project to the STR Program. Early placement on the Program is being requested to allow hiring a consultant to design the project with the goal of awarding and building the project this summer.

In response to Vice Chairman Mitchell's question on the need to hire a consultant to design this project, Member Miller said Districts 5 and 6 have been sharing designers as there aren't enough designers in the two districts. CE Ross concurred that both districts are short-staffed but have additional workloads. Because of the urgency to program the project in FY98, a consultant is needed to design the project.

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

RES. NO. TB97-29 WHEREAS, it is in the public's interest for the Department to accomplish a current, realistic, and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available Federal and State highway funding; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a 3-year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, the proposed change to the FY98 State Restricted Highway Program is within the available funding for this Program; and

WHEREAS, the Transportation Department has developed a Program of projects for the FY97 Flood Event (ID97-1) and there are now six additional projects to be added to this Program for which funding has been requested from the federal Emergency Relief Program; and

WHEREAS, the Department has requested an additional $14.6 million in Federal-Aid Emergency Repair funds for the 96-1 and 96-2 events and an additional $6.3 million for the 97-1 event; and

WHEREAS, the proposed changes to the 97-1 STR Program and the proposed changes to the April Event 97-1 Local Emergency Relief Program will be reflected in the June 1997, 97-2 Supplement to the Approved Highway Program.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY97-01 Highway Development Program and authorizes staff to make the appropriate changes to the FY97-99 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

Executive Session on Legal and Personnel Issues, Section 67-2345(f) and (b), Idaho Code. At 12:20 PM, Member McClure made a motion, seconded by Member McHugh, to meet in executive session to discuss legal issues with DAG Parry and personnel issues. The motion passed unanimously.

The Board came out of executive session at 1:25 PM. No decisions were made.

Boise State University (BSU) Internship Program. This program, in operation since 1980, has been beneficial to both ITD and the interns. Currently, 11 interns are working at ITD, primarily writing computer programs and processing data. Charles Gillin, BSU Internship Contract Administrator outlined some of the work activities during FY97 in the Contract Administration, Design, Planning Services, and Traffic Survey and Analysis Sections. Dr. Dan Lamet, coordinator of the internship program at BSU, also reported on program activities and stressed his support for this valuable program.

Member Combo made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-30 WHEREAS, the Boise State University Internship Program has been beneficial to the Idaho Transportation Department, Boise State University, and interns; and

WHEREAS, 11 interns are processing data and writing computer programs in the Contract Administration Section, Design Section, Planning Services Section, and Traffic Survey and Analysis Section; and

WHEREAS, funds for this program for FY98 will be provided by federal-aid State Planning and Research funds and state matching funds, which have an 80-20 matching ratio.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves $189,500 for the FY98 BSU Internship Program.

Prioritizing Idaho's Roadways. The Composite Index as calculated by the Highway Performance Monitoring System-Analytical Process (HPMS-AP) was the method used to rate all highways in District 6. The components of the Composite Index and weighting factors are: Safety - 30%, lane width, shoulder width, median width, and alignment adequacy; condition - 40%, pavement type, pavement condition, and drainage adequacy; and service - 30%, volume-to-capacity ratio, and access control.

Mr. Gillin said a possible use for the Composite Index would be to provide additional information to assist in project selection. The Index, however, does not give preferential treatment to high volume roads over low volume roads, or other factors such as high accident locations. Therefore, significant engineering judgment would still be required to provide projects for the Program update. Director Bower stated that this index is not a prioritization mechanism, but rather a tool to use when programming projects.

10% Statewide Deficiencies in 10 Years. Per Board request, staff evaluated what it would take to reach a goal of 10% pavement deficiencies, statewide, in 10 years, in terms of cost and programming. Mark Wheeler, Pavement Management Engineer, explained two scenarios for reaching the goal. Scenario 1 would increase funding for minor rehabilitation projects to $34,272,000, including 476 lane miles, and maintain the current funding for major construction projects. The second scenario would reduce funding for major construction in order to fund increases to the minor rehabilitation program in the amount of $40,392,000 for 561 lane miles.

Member McClure commented that the rehabilitation program will not be able to continue at this rate in the future as highways will eventually need to be rebuilt. Mr. Wheeler confirmed that statement. That information was considered, but not included in the presentation. He added that it will be more expensive to maintain the infrastructure system at 10 percent deficiencies than it will cost to get there initially.

Chairman Winder thanked Mr. Wheeler for the informative presentation.

I-84/I-86/US-30 Corridor Needs Study. The Board received the draft Highway Needs Report 1997 - 2007 for the I-84/I-86/US-30 corridor. The study is a planning level analysis that identifies needs during the next 10 years for the roadway, railroad crossings, structures, and high accident locations. An analysis of passing lanes on US-30 was also included in the study.

Planning Services Manager Pamela Lowe said currently, $68.9 million of projects are programmed for construction on roadways within this corridor in the Highway Development Program. This study identified additional needs over the next 10 years of $291.6 million,

bringing the total needs for this corridor to $360.5 million. A breakdown of needs by interstate and US-30 was provided.

Member McClure a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. TB97-31

WHEREAS, the I-84/I-86/US-30 Corridor Study has been completed; and

WHEREAS, the study is a planning level analysis that identifies needs for the next 10 years for:

- rehabilitating or reconstructing pavements in poor condition
- making horizontal and vertical curve modifications in some locations
- widening the interstate to a minimum of 38 feet in each direction
- constructing additional lanes on the interstate
- widening US-30 to a minimum of 36 feet
- constructing passing lanes on US-30 at required locations
- replacing bridges with sufficiency ratings less than 60
- widening or replacing restricted width bridges on the interstate
- rehabilitating bridge decks
- improving sub-standard railroad crossings; and

WHEREAS, transportation needs for the next 10 years total $360.5 million; and

WHEREAS, this study could be used in several ways, including:

1. To help guide the districts in their project recommendations.
2. To help the Board in its selection of projects to be programmed.
3. To provide information to various groups outside of ITD, including the news media, who are interested in this corridor.
4. To lend support to creative financing efforts as a result of the shortfall in funds required versus funds available.
5. To provide the basis for more detailed engineering study efforts with refined project needs and costs.
6. To develop a long-range improvement plan for the corridor beyond the eye 2000.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board accepts the I-84/I-86/US-30 Corridor Study.

Chairman Winder thanked Ms. Lowe for the excellent study and believes it will be helpful. Ms. Lowe added that the Department has applied for federal funds for the I-15 corridor study, but has not heard a decision on that request.

Research Funding as Part of ISTEA Reauthorization. ITD has been working cooperatively with members of the Idaho Transportation Consortium to address various transportation problems of the state and region through the application of advanced technology. The Consortium is comprised of ITD, The Idaho National Engineering and Environmental

Laboratory (INEEL), the National Center for Advanced Transportation Technology (NCATT) at the University of Idaho (U of I), and the Idaho Division of the Federal Highway Administration.

At last month's meeting, U of I Professor Michael Kyte emphasized the need for continued funding for NCATT through the reauthorization of ISTEA. Both the U of I and INEEL testified at the congressional hearing on the reauthorization of ISTEA in Coeur d'Alene in March.

Member Combo made a motion, seconded by Member McClure, and approved unanimously, to approve the following resolution:

RES. NO. TB97-32

WHEREAS, the state of Idaho has benefited from the collaboration between the Idaho Transportation Department, the University of Idaho's National Center for Advanced Transportation Technology (NCATT), the Idaho National Engineering and Environmental Laboratory (INEEL) and the Idaho Division of the Federal Highway Administration under a Memorandum of Understanding dated October 1993, that formed the Idaho Transportation Consortium; and

WHEREAS, while the effort has been voluntary and with limited resources, the Idaho Transportation Consortium, and the resultant collaboration, has shown that great potential benefit is possible if the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA) could support such state and regional partnerships; and

WHEREAS, the University of Idaho has effectively used the initial investment from ISTEA to establish the NCATT with significant benefits accruing to the state, the region, and the nation; and

WHEREAS, every state transportation department in the nation should have increased capabilities to utilize federally financed technology and capabilities resident at the federal laboratories and regional universities.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board supports the following items to be included in the reauthorization of ISTEA:

- The continued designation of the University of Idaho's NCATT as part of the U.S Department of Transportation's University Transportation Centers Program and funding for NCATT at a level commensurate with the program's other transportation centers.
- The support for the INEEL for a systems engineering approach and charter to develop technology in conjunction with other federal laboratories and regional partners that can be applied to the transportation problems of Idaho, the region, and the nation.

<u>Northwest Passage Corridor Management Plan and "Idaho's" Northwest Passage Name Designation Approval</u>. Last month staff presented the Northwest Passage Corridor Management Plan. The District 2 Engineer had expressed concern with the recommendation to transfer administration of the Scenic Byways Program from ITD to the Department of Commerce. The

Scenic Byways Advisory Committee is in full agreement with District 2 that the Scenic Byways Program administration should remain at ITD. Transportation Planning Administrator Ray Mickelson relayed a Department of Commerce representative's comment that Commerce does not wish to assume this responsibility. Also, to address the Clearwater Management Council's request at last month's meeting, the addition of "Idaho's" in front of "Northwest Passage Scenic Byway", so as not to be confused with the water route in Canada by the same name, was recommended.

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

RES. NO. TB97-33

WHEREAS, Board Policy B-09-11 dated June 21, 1996, authorizes the Idaho Scenic Byways Advisory Committee to provide advice and recommendations to the Board; and

WHEREAS, the Idaho Transportation Board approved funding for a Corridor Management Plan for the US-12/SH-13 corridor which has recently been completed, and redesignated this corridor the "Northwest Passage Scenic Byway" as a result of this plan; and

WHEREAS, District 2 has been an active participant in the development of the Corridor Management Plan; and

WHEREAS, one of the considerations advocated by the Corridor Management Plan is for State Scenic Byways program administration to be moved from the Idaho Transportation Department to the Idaho Department of Commerce; and

WHEREAS, the Scenic Byways Advisory Committee (SBAC) endorses the Northwest Passage Corridor Management Plan with the caveat that the State Scenic Byways program administration remain with the Idaho Transportation Department; and

WHEREAS, the North Central Idaho Travel Association (NCITA), the Clearwater Economic Development Association (CEDA), and the Clearwater Management Council (CMC) support the recommendations of the Corridor Management Plan with the same caveat; and

WHEREAS, the Corridor Management Plan should be used as a guide by local, regional, and state entities in setting policy and allocating resources within financial limitations; and

WHEREAS, the Clearwater Management Council, with concurrence of NCITA, CEDA, and SBAC, desires the insertion of "Idaho's" in front of "Northwest Passage Scenic Byway" so as not to confuse this route with the water route in Canada with the same name.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Northwest Passage Scenic Byway Corridor Management Plan for the US-12/SH-13 corridor with State Scenic Byways program administration remaining with the Idaho Transportation Department; and

BE IT FURTHER RESOLVED, that the word "Idaho's" precede the name Northwest Passage Scenic Byway for the US-12/SH-13 corridor.

FY99 Budget Policy Discussion. Budget, Policy, and Intergovernmental Relations Manager Mary Detmar reviewed the definitions and assumptions for the FY99 budget, including projected revenues of $325 million. The consensus of the Board was to support the budget direction outlined.

Legal Actions. Member Smith made a motion, seconded by Member McHugh, and passed unanimously, to approve the following resolution:

RES. NO. TB97-34 WHEREAS, the Transportation Department has filed a condemnation action on the Cowman property for the Eagle Alternate; and

WHEREAS, ITD's Headquarters' review appraiser has reviewed and approved an appraisal in the amount of $680,000.

NOW THEREFORE BE IT RESOLVED, that the Department is authorized to offer the Cowmans $680,000 to resolve this condemnation.

Member Smith made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. TB97-35 WHEREAS, the Transportation Department let a contract to Steelman-Duff, Inc. for the construction of Clear Lakes Grade; and

WHEREAS, Steelman-Duff, Inc. has filed a claim for additional compensation; and

WHEREAS, the Transportation Board has instructed staff to go through a mediation on this claim.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes the Chief Engineer, with concurrence of the Director, to settle the claim in the best interests of the state.

Update on WASHTO '97. WASHTO Conference Chairman Jeff Stratten reported that a draft agenda was presented to the WASHTO CAO meeting in Boise last month, registrations for the conference are being received, more than 150 rooms have already been booked by delegates and guests, and 34 companies have expressed interest in participating in the trade show, although only 22 booths are available.

Contract Awards Revisited. Project CM-0100(131) is a CMAQ project according to DE Meyer, and ACHD does not want to run over budget. ACHD would like to modify the contract and readvertise the project to comply with budget constraints.

Member McClure made a motion to accept staff's recommendation to reject the bids and readvertise the project. Vice Chairman Mitchell seconded the motion and it passed unanimously.

CE Ross reported that the low bidder on RA-3-3 last year was American Builder. A maintenance person was at each rest area part of the day last year but this year the bid was re-written to require full-time coverage, which caused the increased bid along with inflation.

Vice Chairman Mitchell made a motion to accept staff's recommendation to award the low bid. Member McClure seconded the motion and it passed unopposed. Low bidder: L & L Inc., Orem, Utah - $201,600.

Old Business. Members McHugh and Miller concurred to work with Director Bower on the employee survey.

Chairman Winder, and Members Combo and Smith will participate on the Transportation Planning Task Force.

WHEREUPON, the regular monthly Board meeting and tour of District 3 officially adjourned at 3:20 PM.

signed
CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
June 5, 1997
Ketchum, Idaho

REGULAR MEETING AND DISTRICT 4 TOUR
OF THE IDAHO TRANSPORTATION BOARD

June 4-6, 1997

The Transportation Board meeting and District 4 tour officially convened at 3:20 PM, on Wednesday, June 4, in Twin Falls. The following principals were present:

Charles L. Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member – District 1
Monte C. McClure, Member - District 3

Leon E. Smith, Jr., Member – District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Larry Van Over, District 4 Engineer
Scott Malone, Assistant District 4 Engineer
Steve Parry, Deputy Attorney General
Jack Coe, Administrator – Federal Highway Administration

Scott Henning, Iowa Department of Transportation, was present to discuss the condemnation process used in Iowa. Leonard Hill, Right-of-Way Manager, was also in attendance. Mr. Henning explained Iowa's procedures to establish a condemnation hearing panel. He stated that 10-12% of right-of-way acquisition cases result in condemnation and of those, approximately 88-90% are settled by the hearing panel.

WHEREUPON the meeting recessed at 5:20 PM.

June 5, 1997

The Transportation Board meeting reconvened at 8 AM at the Shilo Inn in Twin Falls on Thursday, June 5. All members were present. Chairman Winder welcomed Representatives Bert Stevenson and Jim Kempton to the meeting.

Delegation - Mini-Cassia Transportation Committee, (MCTC). Former Governor John Evans, chairman of the MCTC, provided a brief history of the committee, which was established about five years ago. He provided a list of MCTC's transportation priorities, including the Overland Bridge project in Burley, SH-24 from Minidoka to Rupert, Cameron's Corner in Rupert, and the Kelly Bean Corner in Rupert. Another urgent need is the extension of SH-27 from Oakley to Connor Creek, or the City of Rock's Loop Road. Representative Kempton stated that traffic has increased on that route and the road is not adequate to handle the additional traffic, increasing the safety hazards.

MCTC member Gary Asson reported that the committee, after studying the issue, unanimously recommends constructing a gateway rest area on the west bound side of I-84 at exit 216. A rest area at this location would improve and strengthen the economic conditions in the area. He reported on opposition to this proposal due to a conflict with the new chamber of commerce office being built in the area, however, he believes the two entities can work together on an acceptable plan.

Chairman Winder thanked the delegation for the comments and commended the MCTC for its work on transportation issues, prioritization of projects, and the cooperative spirit with the District Office.

Delegation - Greater Twin Falls Area Transportation Committee (GTFATC). Dale Riedesel, committee chairman, thanked the Board members for their time. He also expressed appreciation to Member Smith, DE Van Over and the District staff for their assistance and the good working relationship that has been established. The GTFATC appreciates the US-93, Shoshone South, the US-93/US-30 intersection, and US-30 from Twin Falls to Filer projects currently underway. Mr. Riedesel believes all three projects will improve safety. He also commended the Department for the improvements to the Burley Corner in Buhl, for upgrading the traffic signals in Twin Falls, improvements to I-84, and the passing lanes on US-93 south of Twin Falls.

Priorities of the area include additional improvements to US-93 south of Twin Falls, a corridor study for a new Snake River crossing, improvements at I-84 and US-93, improvements to the Pole Line and Blue Lakes intersection, and the addition of the Wendell to Buhl Road to the state highway system.

Chamber of Commerce Director Kent Just provided an update on the proposed intermodal transportation loading facility and the possible relocation of the Eastern Idaho Railroad. If those projects are realized, he believes a connection from SH-74 to US-30 will be needed.

Chairman Winder thanked the GTFATC for the update on transportation projects and priorities in the area.

The Board departed the Shilo Inn at 9:30 AM and traveled to the US-93/US-30 intersection. After viewing the intersection improvement project under construction, the group returned to Twin Falls via possible Twin Falls alternate routes with consideration for potential canyon crossing sites. The Board then departed Twin Falls north on US-93. The Shoshone South project underway was viewed. After a brief stop at the Timmerman Rest Area, the Board traveled SH-75 to the Sun Valley area, looking at the SH-75 widening projects proposed on the route. The SH-75 spur in Ketchum and Sun Valley was traveled before the group stopped at the Ketchum City Hall.

May 13-14, 1997 Board Minutes. Member Combo made a motion, seconded by Member McHugh, to approve the minutes of the Board meeting held on May 13-14, 1997, as corrected. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
July 8-9, 1997 - District 1; Statewide Transportation Improvement Program and budget work sessions
July 10-11, 1997 – District 1
August 18-19, 1997 – District 6
September 17-19, 1997 - Boise
October 9-10, 1997 - District 5 (tentative dates)

Chief Engineer's Items. The Ada County Highway District (ACHD) has requested an approach on SH-55 across from the St. Lukes entrance. Earlier, the Department had received an

informal request to relocate the traffic signal currently at this location. St. Lukes is not willing to pay for the relocation of the signal, so the status of that request is uncertain. CE Ross asked for guidance on the approach permit. He added that the Department's preference would be to approve this permit.

Member McClure believes Jacksons is still discussing the feasibility of relocating the traffic signal with St. Lukes. He suggested asking ACHD if it is still interested in this approach or if it would like to withdraw the application. He asked how long the Department can hold the request. CE Ross is uncertain of ACHD's time frame for constructing this road. At this point, the Highway District has only requested access, but CE Ross does not think action on the application is urgent.

Vice Chairman Mitchell made a motion to hold the approach permit and notify Ada County Highway District of this action and notify Mr. Jackson of this discussion, allowing him the opportunity to pursue the traffic signal relocation. Member McClure seconded the motion and it passed unanimously.

Last month a presentation on logo signs was provided in response to a request for a logo sign at the Cole/Overland intersection in Boise. CE Ross reported that staff was able to work out an agreement with Ralph and Susan VanPaepeghem, Chevron Station owners. A sign will be erected, however it will have to be placed on the east end of the sound wall.

The Pinehurst to Hazard Creek project is progressing well according to CE Ross. More extensive work, particularly in the environmental and archeological areas, will be required, resulting in increased cost. He believes the project will be ready for contract this fall.

Consent Calendar. Member Combo made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-36 *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves the statewide rural 2005 functional classification system update; Board Policy B-12-07, State Highway System: Speed Limits within City Jurisdictions; Board Policy B-14-06, Approval of Plans/Specifications/Estimates and the Award of Construction Projects; and Board Policy B-32-03, Suspension of Motor Vehicle Procedures during Disaster Relief Operations; and has received and reviewed the contract awards; condemnations submitted to Legal; and the update on WASHTO '97.

1) Statewide Rural 2005 Functional Classification System Update. Each June the Board reviews the statewide highway system and the functional classification of its highways. The following upgrades were recommended following this year's review: upgrade SH-45 from major collector to minor arterial; and upgrade SH-50 from major collector to minor arterial. The system update is shown as Exhibit 184, which is made a part hereof with like effect.

2) Board Policy B-12-07, State Highway Speed Limits within City Jurisdictions. The Legislature amended Idaho Code, effective July 1, 1997, to allow incorporated cities to request speed limit adjustments within their jurisdictions for those sections of the State Highway System

that are not classified as interstate or controlled access highways. The city must request that ITD conduct an engineering and traffic investigation for the designated section, and based on that study, the Department will notify the city of the recommended speed limit. If the city chooses to set the speed limit different from the recommended speed limit, the city must document the adjustment through official action and notify the Department in writing. ITD will then post the new speed limit within 30 days.

The new Board and corresponding Administrative Policies detail the Idaho Code changes and assign responsibilities.

3) Board Policy B-14-06, Approval of Plans/Specifications/Estimates and the Award of Construction Projects. This policy was revised to define when the Director or a delegate can award construction projects, as established by the Board at its December 1996 meeting. Also, two policies, B-04-01, Detailed Construction Costs and Contract Awards, and B-14-06, Approval of Plans, Specifications, and Estimates, both contained information about approval authority and contract awards. Because of reorganization of bid openings and other processes to Roadway Design and to make referencing easier, the limitations that were approved by the Board and other pertinent information from the two policies are being combined in B-14-06 and B-04-01 will be deleted. The corresponding Administrative Policies are being handled the same way.

4) Board Policy B-32-03, Suspension of Motor Vehicle Procedures during Disaster Relief Operations. In the first paragraph of this policy, signed in April, it inadvertently allowed a disaster relief waiver for vehicles that needed an overlegal permit, while in the third paragraph the exact opposite was noted. This policy has been revised to correct the first paragraph to only allow a disaster relief waiver for permits in lieu of registration and the part about overlegal permitting was deleted because emergency provisions are already addressed in ITD Administrative Rules.

5) Contract awards. The Board acknowledged action on the following construction bids in accordance with Board Policy B-04-01:

CM-0300(122), key 6265 - Asphaltic Concrete Purchase, Bannock County, District 5. Low bidder: Hunziker Construction, Pocatello, Idaho - $212,135.

IM-84-3(051)156, key 6243 - South Wendell Interchange to West Jerome Interchange, I-84, Gooding and Jerome Counties, District 4. Low bidder: Bannock Paving Company, Pocatello, Idaho - $2,337,404 or $2,413,904 with 45 days.

STM-6840(605), STM-6450(622), STKP-6737, and STKP-6738, keys 6692, 6793, 6129, and 6130 - SH-32, milepost 18.9 to Junction SH-47; Lemhi County Line North; Stockpile at Island Park Yard; Stockpile at Targee Source Fr-65-s; SH-32 and SH-28; Fremont and Lemhi Counties. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - $333,333.33.

STM-3882(601), key 6076 - Hells Canyon to Cambridge, SH-71, Washington County, District 3. Low bidder: Emery Brothers, Filer, Idaho - $291,115.86.

STM-3230(601), key 6073 - Caldwell to Eagle Road, US-20/26, Ada and Canyon Counties, District 3. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - $215,088.28.

STKP-3674 and STKP-3657, keys 6165 and 5234 - Horseshoe Bend and Emmett Stockpiles, Boise and Gem Counties, District 3. Low bidder: City Transfer Redi-Mix, Inc., Emmett, Idaho - $78,400.

STKP-5578, STKP-5576, and STKP-5581, keys 6113, 6111, and 6685 - Montpelier Yard, Soda Point Yard, and Lava Site; Bear Lake, Caribou, and Bannock Counties; District 5. Low bidder: Gale Lim Construction Inc., Blackfoot, Idaho - $402,170.

STM-3340(608), key 6773 - Nevada State Line to Narrows, SH-51, Owyhee County, District 3. Low bidder: Kloepfer Inc., Paul, Idaho - $332,785.97.

STR-7386(601), key 6603 - Broadway and Utah Intersection, I-15B, Idaho Falls, Bonneville County, District 6. Low bidder: Wheeler Electric Inc., Idaho Falls, Idaho - $84,192.79.

6) Condemnations Submitted to Legal. During the months of April and May, the Director authorized condemnations on parcels 51 and 52, project NH-F-3271(037), key 2793, and parcel 1, project ST-5110(625), key 5897.

7) Monthly WASHTO Update. The draft agenda for the July conference was reviewed.

Board Policy B-12-06, Transportation Impact Study. To ensure that the State Highway System can satisfactorily accommodate the transportation impact from proposed land development projects, a new policy was created that requires a Transportation Impact Study be prepared by the developer. This study would be required whenever a proposed project exceeds threshold traffic generation values; and either the project requires direct access to the State Highway System, or the local planning or planning and zoning commission requests the Department's review of the proposed development. Approval by ITD is required before any changes to the highway system can be made.

The Director or a delegate would establish requirements and guidelines for the preparation of a Transportation Impact Study and would also establish ITD review and approval responsibilities. A corresponding Administrative Policy further details what should be covered in the study, and assigns responsibility to the Traffic Engineer.

Chairman Winder believes this is an expensive, time-consuming, and significant process and he expressed concern that this procedure may duplicate work by local entities. He would like assurance that this process is coordinated with cities and counties. The consensus of the Board was to hold this item until staff can make a presentation on this issue.

Board Items. DE Brent Frank has been experiencing difficulties working on environmental issues on the Montpelier to Geneva demonstration project, according to Member

Miller. He would like to see better coordination and improved relationships with environmental entities involved in all transportation projects. Mr. Coe admitted the environmental problems have been frustrating on the District 5 project, but he believes the entities are working through those issues.

Director Bower stated that Idaho has the option of using this demonstration money on another demonstration project in the state. He recommended an update on this project when the Board tours District 5.

As Secretary of the WASHTO Standing Committee on Boards and Commissions, Member McClure presented the agenda for the WASHTO Boards and Commissions meetings. He encouraged the members to notify himself or Secretary to the Board (SB) Higgins if they have any suggested changes to the agenda for the July 27-31 meeting in Sun Valley.

Vice Chairman Mitchell reported that Chuck Moss, chairman of the Silver Valley Natural Resource Trustees, is overseeing the mine cleanup in the Kellogg and Wallace areas and has expressed a willingness to work with ITD on the cleanup. Director Bower added that the stream along SH-4 has trailings which are being cleaned up and put in a repository. Mr. Moss is willing to clean up ITD's right of way and abutments, but the Department would need to put in a new bridge. Director Bower added that some day we will have to clean that up and suggested utilizing Mr. Moss's assistance, however, the clean up would need to occur within the next two years. He believes replacing the Frisco Bridge now has merit and would cost approximately $200,000.

Vice Chairman Mitchell made a motion to notify Mr. Moss of ITD's intention to replace the Frisco Bridge on SH-4 and take advantage of his offer to clean up the right of way and abutments. Member Miller seconded the motion, and it passed unopposed.

Director Bower said this item will be brought before the Board as a budget item. Mr. Haynes, Administrator, Local Highway Technical Assistance Council, stated that SH-4 is on the Department's list of routes to be removed from the state highway system. One of the concerns of the local entity was the cost to clean up the area, and he believes completing this project will be beneficial when discussions commence on the relinquishment of this route.

A list of Motor Carrier Advisory Committee (MCAC) members was provided to the Board in conjunction with the delegation scheduled later in the day. Vice Chairman Mitchell noted a couple of vacancies on the committee as well as several terms that expire on July 1. The Board members volunteered to solicit names to fill or reappoint the various positions.

Vice Chairman Mitchell made a motion authorizing Chairman Winder to send nominations for the MCAC appointments to the Governor. Member McHugh seconded the motion and it passed unopposed.

Chairman Winder welcomed Representative Wendy Jaquet to the meeting.

Delegation - City of Hailey. Mayor Stephen Kearns explained the proposed project on SH-75 from Fox Acre to Airport Way. The city is contributing $150,000 as match for the traffic signals at the two intersections plus securing right-of-way for the widening of the highway. The mayor expressed concern with the right-of-way acquisition, as the property on the east side, which is the preferable property, is in the airport's clear zone, while the land on the west side is a park and may be more expensive. He stated the city may request assistance from ITD, either with working with the Federal Aviation Administration, or possibly funding.

DE Van Over reported that plans are to start surveying next week, which will determine how much right-of-way is needed. He added that the city is paying for the sidewalk, which is also part of this project.

Chairman Winder thanked the mayor for the presentation and assistance on this project and encouraged him to continue working with the District staff.

Update on the Reauthorization of ISTEA. Director Bower reported that the Senators' staffs are working through each issue on the reauthorization of ISTEA. Once the issues have all been discussed, draft legislation will be prepared for the committee. He is not aware of the activities of reauthorization occurring in the House, but believes the current bill will be extended one year because no new legislation will have passed.

Director Bower reported that a bill including emergency relief funds has passed Congress, however, President Clinton has stated his intent to veto the bill. Idaho has $22 million in the bill. Director Bower said ITD is paying for emergency relief projects with State funds, but will then be reimbursed for those funds. He added that utilizing State funds for this work has not been a problem yet.

Delegation - North Side Transportation Committee. Susan Riddle, representing the North Side Transportation Committee, comprised of Camas, Gooding, Lincoln, and Jerome Counties, thanked the Board for its time and stated this committee has been in place for about two years. She expressed appreciation to DE Van Over and his staff for their assistance and being part of the committee's team.

Some of the priorities of the committee include the addition of the Wendell to Buhl road to the state highway system, improvements on SH-75 from Shoshone to Hailey, advance turn lane and bridge replacement on US-20 by Fairfield, improvements at the Avonmore intersection on US-26 east of Gooding, and improvements at the I-84 and US-93 interchange. Ms. Riddle concluded by praising the District staff for their flood relief efforts in the Fairfield area earlier this year.

Chairman Winder thanked Ms. Riddle for the informative presentation.

Delegation - Motor Carrier Advisory Committee (MCAC), Chairman Clay Handy. Mr. Handy mentioned some old issues the committee is still discussing, including the weight distance tax and raising the cap on gross vehicle weights. He believes the trucking functions should be handled by one entity and would like the legislature to continue working on this issue. He appreciated the change to the multi-year trailer registration. In the future, Mr. Handy would like

registration to be on-line, as he believes it would save ITD money and expedite service. MCAC also has an interest in weigh-in-motion and intelligent transportation systems.

In conclusion, Mr. Handy praised the ITD staff for its assistance and support and for the excellent working relationship that has been developed. He also thanked the Board for its support to MCAC.

Chairman Winder thanked Mr. Handy for his voluntary time on and service and dedication to the MCAC.

In response to the Board's earlier motion to submit nominations to Governor Batt for the MCAC, Mr. Handy said the committee has formed a nominating committee and is also soliciting names. The Board and Mr. Handy agreed to exchange names submitted to the Governor.

Delegation - Blaine County Transportation Committee. Blaine County Commissioner and Transportation Committee Member Len Harlig thanked the Board for its time and the District staff for their cooperation and assistance with transportation issues in the area. He thanked the Board for the Glendale Bridge project, which is to be completed this year, and for the Greenhorn Bridge project which is progressing as planned. Last November an advisory vote was held on the desire to improve SH-75. Mr. Harlig reported that 86% of the voters would like improvements to this highway. The Committee has submitted a list of short-term suggestions for SH-75 to DE Van Over and plan to work with the District to implement those improvements until a long-term solution can be implemented. Another priority is improvements to the US-20 and SH-75 intersection.

Traffic on Gannett Road has been increasing steadily, resulting in safety concerns and needed improvements. Mr. Harlig reported that the County's funds are limited and he encouraged the Board to add this route to the state highway system.

Regarding improvements to SH-75, DE Van Over stated that the public will be involved in the long-range planning. He added that the corridor needs to be identified and then preserved.

This past legislative session, the House passed a mass transit bill allowing for a local option registration fee. Representative Jaquet expressed the area's support for this legislation and urged the Board to bring this bill back next year.

Chairman Winder thanked the group for the comments.

Delegation - City of Ketchum. Mayor Guy Coles requested relocating the traffic signal currently at 6th Street to 5th Street. To expedite this proposal, the city would be willing to provide funds. City Administrator Jim Jaquet reported that this relocation would provide a better sequence and would move traffic more efficiently through town and across town. City Council Member Sue Noel added that the Chief of Police favors this move.

At the south entrance of Ketchum, SH-75 is currently two lanes. With the development and growth occurring in this area, Mr. Jaquet said a lot of vehicles are turning, creating a

dangerous situation. He requested a turning lane on SH-75 and added that pedestrian and bicycle traffic need to be considered. The east side currently has sidewalks, however, the west side does not.

DE Van Over reported that this widening project is included in FY01 of the draft Highway Development Program, which the Board will act on in September.

Mayor Coles concluded by stating the city's intent to keep ITD informed of its plans and he thanked the Board for its time and visit to Ketchum.

Chairman Winder thanked the city officials for the update on transportation projects and for the use of the city hall.

Delegation - City of Pocatello. City Council Member Roger Chase reported on the challenges the Portneuf River Greenway project is experiencing. The community fully supports the project and a number of local organizations and individuals have contributed to the project. The city requested an additional $65,000 from ITD for the completion of this project. Matt Lewis, Community Development and Research representative, said the project is almost complete and plans are to hold a ribbon-cutting ceremony at the end of this year.

Because the project was designed by a consultant, CE Ross asked if the city would be willing to approach the consultant to recoup some of the money. The consensus of the delegation was yes, it would approach the consultant.

Member Combo suggested staff review the project and determine if additional funds are available. Although the original estimate was made in 1993 and costs escalate, Director Bower believes the city should have known a while back that additional funds would be needed and should have approached ITD earlier.

Mr. Lewis said they did not know some of the costs would be as high as they are, but added that there was miscommunication on the project. He added that the city has now taken over control and oversight of the project.

The consensus of the Board was to have staff review the circumstances of the Portneuf River Greenway project and determine if additional funds are available. An update on the project is to be provided at next month's meeting.

WHEREUPON the meeting recessed at 5:35 PM.

June 6, 1997

The Transportation Board meeting reconvened at 7 AM at the Sun Valley Lodge Dining Room, Sun Valley, on Friday, June 6. All members were present. The Board met with the

Association of Idaho Cities' Board of Directors to discuss right-of-way and other transportation issues.

The Board meeting resumed in the Sage Room in the Sun Valley Lodge at 8:30 AM.

Delegation - City of Jerome. Mayor Gerald Ostler reported that the intersection of Main (SH-25) and Lincoln has antiquated signals, poor sidewalks, and is in need of improvements. Jerome is growing and with this expansion and development, safety is becoming a bigger concern. Jerome City Consultant Mike Pepper echoed the importance of this project and showed a video depicting the poor condition of the pavement and sidewalks.

SH-25 is one of the routes ITD would like to relinquish from the state highway system, according to Member Smith. Mayor Ostler said that the city has discussed this issue and is receptive to this proposal, however, no discussions have been held with the highway district. Mr. Haynes has contacted the highway district on another route, but said he will discuss this section of highway with the highway district officials.

DE Van Over reported that this intersection improvement project is scheduled in the draft Statewide Transportation Improvement Program. He concurred with the necessity of the project and added that the city has done an excellent job with the preliminary work and is seeking an LID for the project.

Chairman Winder thanked the group for the presentation. He encouraged the city to continue working with the District staff on this project and stated the Board will review the placement of this project in the Program during the September meeting.

Director's Items. The Office of Performance Evaluation has identified state housing as an issue to be reviewed, including if ITD is charging employees rent and if so, is the rate appropriate, and the implications for federal income tax that this may have. Director Bower said ITD and other state agencies are working with the Department of Administration on this subject and rules will most likely be promulgated by that Department.

Due to the early meeting this month, the financial statement was not available for the meeting. Director Bower said it will be mailed to the Board later.

The staff reduction that the Legislative Interim Committee directed is at 71. The target for this fiscal year was 70.

Director Bower announced several personnel changes. Roadway Design Engineer Loren Thomas will replace District 3 Engineer LeRoy Meyer, who is retiring in July. Steve Hutchinson, ADE3, has been promoted to the Roadway Design Engineer. Traffic Engineer Greg Laragan will be the new ADE3. Gene Wortham, District 3 Resident Engineer, has been promoted to Construction Engineer, replacing Dick Hedges, who retired. DE4 Van Over will be the Department's new Traffic Engineer and ADE2 Devin Rigby will be the new DE in District 4.

Director Bower and SB Higgins will be meeting with several consultants later this month to discuss an employee survey. Members McHugh and Miller will be presented with the preliminary information, then assist with hiring a consultant to facilitate and implement the survey.

The paperwork has been completed for the 1% across the board salary increase for those receiving a standard or above rating. Additionally, employees at a section level or lower who receive excellent ratings will receive a $500 bonus. Director Bower indicated there are approximately 260 employees in this category.

Executive Session on Legal and Personnel Issues, Section 67-2345(f) and (b), Idaho Code. At 9:35 AM, Member Smith made a motion, seconded by Vice Chairman Mitchell, to meet in executive session to discuss legal issues with DAG Parry and personnel issues. The motion passed unanimously.

The Board came out of executive session at 11:10 AM. No decisions were made.

Update on Malad Gorge Rest Area/Interpretive Center, District 4. Per Board request, the consultant prepared a summary of activities to date on this project, including conclusions and recommendations. District 4 Planner Bob Humphrey reported that if the Department of Parks and Recreation does not participate in this project, the site would not be available for the rest area.

Director Bower reiterated that all work has ceased on this project. Funding is still an issue, and the project will be reviewed as part of the update of the Highway Development Program in September. Member Smith emphasized that this project has always been contingent on the reauthorization of ISTEA and the continuation of the Enhancement Program.

In response to whether the existing rest area is adequate, DE Van Over said it is exceeding capacity, but it can serve the public for now. The rest area would need to be improved to comply with the Americans with Disabilities Act requirements.

Bill Block, with consultant JUB Engineers, said he has enjoyed working with ITD on this project and hopes to see it to completion some day.

Status of East Burley Rest Area, District 4. The consultant selection process has been completed for this FY00 project, however, no agreement has been negotiated at this time. As a result of local controversy surrounding the proper location of this facility, the District has proposed as part of the Statewide Transportation Improvement Program update, delaying the development of the project in the program to FY01, according to Mr. Humphrey. A significant amount of public input has been received on this project. Although the majority of the input seems to favor the existing location, there remains a significant amount of resistance to the site.

The Cotterell Port of Entry will need to be rebuilt, either at that location, or at another site, according to Mr. Humphrey. One suggestion is Sublett, which could accommodate a gateway rest area at a lower cost.

The consensus of the Board was to have staff continue studying the possible sites for this rest area and present the alternatives, including pros and cons, for all locations at the September meeting.

Request Use of Cost Savings from FY97 State Funding for Pipe Project, US-95, District 3. Staff worked with Washington County commissioners, their engineer, an adjacent property owner, and his engineer on a solution to the flooding of adjacent property. All agreed a 60 inch pipe would be a good solution, however, the pipe is not eligible for emergency relief. The District requested $152,000 to have a 60 inch pipe furnished and installed by contract before the next high run-off. The pipe would be located at the south end of Cambridge and would supplement the 48 inch pipe that handles creek water. Cost savings from FY97 State Funding would be used.

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

RES. NO. TB97-37

WHEREAS, District 3 is dedicated to reducing costs and saving money where it can; and

WHEREAS, there is sufficient cost savings in the FY97 State Program, as indicated in the Highway Development Program Supplement 97-2; and

WHEREAS, this pipe project will be beneficial not only to the Idaho Transportation Department, but also the citizens of Washington County and the surrounding property owners in the area; and

WHEREAS, this project is ineligible for federal emergency relief funds; and

WHEREAS, the local community supports and acknowledges that without the pipe project, substantial damage to both US-95 and adjacent private property, will continue to occur now and in the future; and

WHEREAS, the Idaho Transportation Board acknowledges this project as a good use of FY97 State Program cost savings.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board hereby approves District 3's request to utilize FY97 State Program cost savings for this pipe project.

Highway Development Program Supplement 97-2. The objectives of Highway Development Program Supplement 97-2 are to update FY97 of the State-Funded Program to reflect additional funding and proposed projects to use $2.5 million in personnel savings; propose project changes, based on project readiness, to FY97 of the State-Funded and State-Funded Restricted Programs, which enable full utilization of the FY97 State Construction Budget authority; present proposed project changes to more closely balance FY97 of the Federal Highway Development Program with available funding; and update and republish the Highway

Development Program to include projects approved by the Transportation Board to date and to reflect the current cost of existing projects.

Member Smith made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. TB97-38

WHEREAS, it is in the public's interest for the Transportation Department to publish and accomplish a current, realistic and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal and State highway funding; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, the proposed changes in Supplement 97-2 to the FY 1997-2001 Highway Development Program are necessary to reduce the costs of the Federally funded Highway Development Program to fall within the current obligation authority of $101. 7 million; and

WHEREAS, the Department has identified $2.5 million in FY97 salary savings which can be used for state-funded construction projects.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY97-01 Highway Development Program itemized and explained in Highway Development Program Supplement 97-2, as shown as Exhibit 185, which is made a part hereof with like effect, and authorizes staff to make the appropriate changes to the FY 1997-99 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

Update of the FY1998-2001 State Funded (ST) and Restricted State Funded (STR) Highway Programs. Highway Programming Manager Dave Amick explained the ST and STR Programs as funding low cost state highway construction projects which can be developed quickly and which will address an identified need at a lesser expense than required with Federal funding. This update revises the costs, project priorities, and new projects to each Program; facilitates the scheduling and development of projects, as each Program has been expanded to four years; transfers surface treatment projects from the State Maintenance Program to the State Funded Program beginning in FY99; and meets the Department's Minor Rehabilitation Program goals in fiscal years 1998-2000.

An amount of $23.5 million is available for the State-Funded Program in FY98 and $18 million in FY99-01. Pavement surface treatment projects have been accomplished in the State Maintenance Program, but starting in FY99 will be transferred to the ST Program. The STR Program has $26.9 million available in FY98, $23.6 million in FY99, $23.9 million in FY00 and $24 million in FY01. The STR Program is funded from a fuel tax increase of $.04 per gallon

effective April 1, 1996 and an increase in registration fees. An additional $.01 per gallon has also reverted to the STR Program from the Petroleum Clean Water Trust Fund, increasing the available funding in this program beginning in FY98.

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

RES. NO. TB97-39

WHEREAS, it is in the public's interest for the Transportation Department to accomplish a current, realistic, and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available State Appropriated Highway Funding; and

WHEREAS, the proposed changes to the FY1998-2001 State Funded and Restricted State Funded Highway Development Programs bring the FY 1998 State Highway Programs within the current available funding levels.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the FY 1998-2001 State and State Restricted Highway Development Programs, as shown as Exhibit 186 which is made a part hereof with like effect; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the accomplishment of pavement surface treatment projects in the State Program; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board authorizes the Chief Engineer to substitute or add pavement surface treatment projects during the year as needed within initial Board approval surface treatment funding levels to accommodate changing surface conditions over the winter.

Due to a prior speaking engagement at the Association of Idaho Cities' annual conference, Chairman Winder left the meeting. Vice Chairman Mitchell chaired the meeting.

Update on the Integrated Financial Management System (IFMS). Benefits of the IFMS are integration of the financial modules; a single repository for all financial information; it will be more accurate, timely, and complete; and it will provide a linkage of highway programming, the annual Department budget, and the financial system, according to Deputy Director (DDIR) Keith Bumsted. The final integration testing period is almost complete and training for end users, conversion of legacy data, and system acceptance procedures have all been scheduled. He said on July 1, 1997, the IFMS will be operational.

Some of the lessons ITD learned during this change over include that the staff is very dedicated to this project; developing a complete project plan is very important; and the staff needs to be technically competent and ready for the difficult and demanding work of such a large, complex project.

The Board thanked DDIR Bumsted for the excellent presentation and for his admirable role in this conversion. The Board also expressed appreciation to staff for their dedication and extra efforts on this project, as well as to those staff members who filled in for the employees working on the various IFMS teams.

Landing Strip on the East Shore of Cascade Reservoir. Aeronautics Administrator (AA) Barton Welsh provided a brief history of the landing strip on the east shore of Cascade Reservoir, including the Division of Aeronautics' operation of it from the early 1950s to 1970. The flying community has been conducting an active effort to have this airstrip reopened. The Bureau of Reclamation is to receive the airstrip and surrounding property but has indicated that their intention is to have the Division of Aeronautics operate the airstrip under a lease arrangement.

Start-up costs would be minimal as the airstrip could be made operational with a minimum amount of work and utilization of volunteer labor. The flying community has shown great interest in volunteering for this activity. On-going costs would be limited.

AA Welsh said advantages to the state maintaining this strip is it is a very popular landing area and possible diversion of traffic away from the crowded Johnson Creek airstrip. This airstrip would provide access to a recreational landing field in the southern part of the state with direct access to a large lake. He concluded by stating the Aeronautics Advisory Board has been monitoring the progression of this project and supports obtaining this airstrip.

Member Combo questioned the adverse impact to nearby property owners. AA Welsh replied that one individual owns the majority of adjacent property and he supports the project. Another individual is interested in obtaining a lot in the area contingent on the air strip being operational. He added that the airstrip and camp sites would not be accessible from the highway except for crews to maintain the airstrip.

Member Smith made a motion authorizing staff to pursue acquisition of the landing strip on the east shore of Cascade Reservoir and to develop a contract for the Board's review. The contract is to include an out for the Department. Member Combo seconded the motion and it passed unanimously.

FY98 and FY99 Budgets - Out of State Travel. Revisions were made to the FY98 out of state travel requests. The Board also reviewed the out of state travel requested for FY99.

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

RES. NO. TB97-40 WHEREAS, the Budget Council has approved the Transportation Department's revised fiscal year 1998 out-of-state travel request for the Transportation Board's review.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board, having reviewed the revision, does hereby approve the request totaling $358,259.

July Meeting with Washington Transportation Commissioners. In preparation for the meeting with the Washington Transportation Commissioners in District 1 next month, SB Higgins reviewed the list of topics that the Board has suggested be on the agenda for that meeting. SB Higgins, working with Washington's Administrator, Chris Rose, will finalize the agenda and have the two chairs review and approve the final agenda.

Old/New Business. Member Combo asked Director Bower to send Mr. Henning a thank you letter for traveling to Idaho to meet with the Board and staff to discuss Iowa's condemnation procedures. He also asked staff to continue pursuing this process for implementation in Idaho, and provide updates to the Board as appropriate.

The Board thanked the District staff for the outstanding tour. The members appreciated the excellent presentations from the various local entities and transportation committees. They commended the staff for improving the working relationships with the different groups.

WHEREUPON, the regular monthly Board meeting and tour of District 4 officially adjourned at 2:40 PM.

signed
CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
July 11, 1997
Coeur d'Alene, Idaho

REGULAR MEETING AND DISTRICT 1 TOUR
OF THE IDAHO TRANSPORTATION BOARD

July 8-11, 1997

The Transportation Board meeting and District 1 tour officially convened at 1:00 PM, on Tuesday, July 8, in Coeur d'Alene. The following principals were present:

Charles L. Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member – District 1
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member – District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Scott Stokes, District 1 Engineer

Larry Wolf, Assistant District 1 Engineer

Work Session on Draft Statewide Transportation Improvement Program (STIP). Intermodal Planning Manager Jim McFarlane introduced Clair Bowman, Executive Director, Ada Planning Association (APA), and Joe Haynes, Administrator, Local Highway Technical Assistance Council and welcomed them to the work session to review the draft STIP. Mr. McFarlane stated that the draft STIP has been distributed for public comment and review.

Highway Programming Manager (HPM) Dave Amick reviewed the funding assumptions in the draft FY1998-2002 Highway Development Program, reviewed the projects in the draft Program, and received guidance from the Board on the Program.

Some discussion was held on the corridor studies proposed in the Program. Although a consultant will be developing the criteria and benchmarks as a foundation for these studies, the Board asked that a policy be established regarding the participation level of local entities. Additionally, Board Policy B-19-10, Local Surface Transportation Program Funds, is to be reviewed.

Because Mr. Bowman would not be able to attend the discussion of the RegioSprinter demonstration project scheduled on July 11, he provided information on this proposal to the Board at this time. He explained the funding sources, including participation from the Cities of Boise and Nampa, and identified projects that APA is willing to delay in the Highway Development Program to fund this project. He added that the commuter train project, which was originally planned to operate for 30 days, would only operate for 9 or 10 days. In the morning, round trips for commuters will be available from the Idaho Center in Nampa to the Boise Depot. Demonstrations of the project will be arranged for specific groups in the afternoon.

The RegioSprinter project is on the APA executive committee's agenda for July 10. Chairman Winder asked Mr. Bowman to report to the Board the discussion and action of that meeting. (See later minute entry.)

WHEREUPON the meeting recessed at 5:35 PM.

July 9, 1997

The Transportation Board meeting reconvened at 8 AM at the District One Office in Coeur d'Alene. All members were present.

Work Session on FY99 Budget. Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar reported that a 2.6 percent inflation increase and a 5 percent change in employee compensation have been factored into the FY99 budget. The Board reviewed the proposed budget.

Chairman Winder welcomed Senator Jack Riggs and Representative Don Pischner to the meeting.

The consensus of the Board was that no changes needed to be made to the draft FY99 budget. The members expressed appreciation to BPIRM Detmar and her staff for the format of the budget and the development process, which involves the Board.

BPIRM Detmar reviewed the legislative concepts proposed for the 1998 session. Additionally, legislation may be prepared on State Infrastructure Banks or some form of innovative financing, and vendors on right-of-way. She added that a proposal to increase gross vehicle weight limits to 129,000 pounds may resurface. The Board asked staff to prepare an outline of the criteria that should be included for a pilot project that would increase vehicle weights. Staff was also asked to continue working with the Coeur d'Alene Chamber of Commerce and Senator Evan Frasure on legislation funding improvements to US-95. (See later minute entry on legislative concepts.)

WHEREUPON the meeting recessed at 11:30 AM.

July 10, 1997

The Transportation Board meeting reconvened at 8 AM when the Board, appropriate staff, FHWA Division Administrator Jack Coe, and Representatives Pischner and Hilde Kellogg departed Coeur d'Alene south on US-95. After a brief stop at the Plummer maintenance station and visit with employees, the tour continued east on SH-5. Benewah County Commissioner Jack Buell joined the group in St. Maries as it viewed the dike repair project in the area. The group traveled SH-3 north and I-90 west to Coeur d'Alene. A local road, Seltice Way, was driven to Post Falls.

Luncheon with Washington Transportation Commissioners. The Board met with the Washington Transportation Commissioners during lunch in Post Falls. Former Idaho Transportation Board Member Marion Davidson also joined the group and was presented with a five-year pin for his previous service on the Board.

The Board returned to the District One Office in Coeur d'Alene via I-90 east.

Meeting with Washington Transportation Commissioners. Washington Commission Chair Alice Tawresey thanked the Board for hosting the meeting and for the opportunity to improve the relationship between the two entities.

Discussion was held on the reauthorization of ISTEA. Although the two states support different legislative proposals, the focus was on the areas of commonality, including funding at a higher level, and flexibility.

Increased right-of-way costs are a mutual concern to the two states. The Washington Commission expressed interest in Idaho's proposed corridor preservation legislation and requested a copy of that proposal.

Other topics on the agenda included measurable outcomes for budget reporting, the five-year program and improving coordination of corridor projects, and freight mobility.

The consensus of the group was that the joint meeting was beneficial and another meeting would be scheduled next year. Chairman Winder thanked the Washington Commissioners for traveling to Idaho for the meeting.

Delegation - City of Post Falls. Jim Hammond, Post Falls City Administrator, reported on the growth the area is experiencing, decreasing the level of service on the highway system. The two main areas of concern are the I-90 and SH-41 interchange and the I-90 and Pleasant View interchange. Both he and Public Works Supervisor Bill Madigon suggested improvements, such as constructing additional lanes and combining various funding sources for long-range interchange improvements.

Chairman Winder welcomed Senator Riggs to the meeting. He thanked the Post Falls city officials for the presentation and asked them to continue working with the District staff on these issues.

Delegation - Coeur d'Alene Chamber of Commerce. John Goedde, Chairman of the Chamber's Transportation Subcommittee, emphasized the vital role a good transportation system plays in the economy, but acknowledged the limited funds that are available. He summarized the legislation proposed during the past two sessions to create new funding sources for US-95. Some changes will be made to the legislation for the 1998 session. He extended appreciation to ITD for its plans to update the US-95 Needs Study for the upcoming session and believes that document will be helpful. He concluded by thanking the Board members for their time.

Chairman Winder expressed the Board's support for legislation on funding US-95 and said staff will continue providing assistance with this issue. He thanked Mr. Goedde for the presentation.

Video. The Goff Bridge on US-95 north of Riggins is being replaced. On June 20-21 the highway was closed so the current bridge could be moved approximately 65 feet. The relocated bridge will be used as a detour while the new bridge is constructed. The Board viewed a video of the bridge movement.

WHEREUPON the meeting recessed at 4:35 PM.

July 11, 1997

The Transportation Board meeting reconvened at 8 AM at the District One Office in Coeur d'Alene on Friday, July 11. All members were present.

June 4-6, 1997 Board Minutes. Member Smith made a motion, seconded by Member McHugh, to approve the minutes of the Board meeting held on June 4-6, 1997, as submitted. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
August 18-19, 1997 – District 6
September 17-19, 1997 - Boise
October 9-10, 1997 - District 5 (tentative dates)
November 20-21, 1997 - Boise

Consent Calendar. Member Combo made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-41 *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves the District 5 Public Transportation Advisory Council and Regional Public Transportation Advisory Committee membership exchange; roadway width map; highway access control map; and contract awards; and has received and reviewed the quarterly report on legal actions, and the annual report on activity with the Board of Examiners.

1) District 5 Public Transportation Advisory Council (PTAC) and Regional Public Transportation Advisory Committee (RPTAC) Membership Exchange. Due to a new assignment given to the District PTAC member, Karen McGee, by Governor Batt, she has requested that she exchange her council seat with the District 5 RPTAC Chair, Norman Pumphrey. At its June meeting, the PTAC voted unanimously in recommending switching the appointments. They would serve out the unexpired terms. The RPTAC will meet in the near future to elect the new RPTAC Chair, as Ms. McGee would not automatically serve as the Chair.

2) Recommended Roadway Width Map. In accordance with Board Policy B-14-02, Roadway Widths, the recommended roadway width map was presented to the Board. No revisions to the map were recommended.

3) Highway Access Control Map. The highway access control map was presented to the Board for review, in accordance with Board Policy B-12-15, Highway Access Control. No revisions to the map were recommended.

4) Contract Awards. The Board acknowledged action on the following construction bids in accordance with Board Policy B-14-06:

STR-5732(601), key 6362 - Junction I-90 to Rathdrum, SH-41, Kootenai County, District 1. Low bidder: Interstate Concrete and Asphalt, Coeur d'Alene, Idaho - $751,104.74.

IM-86-1(010)0, key 6465 - Salt Lake Interchange to Raft River Interchange, I-86, Cassia County, District 4. Low bidder: Kloepfer Inc., Paul, Idaho - $522,574.43.

STM-2846(608), STM-2854(601), and STM-2867(600), key 6090, 5503, and 5491 - East Murtaugh to West Burley; Malta to Albion Hill; and 100 East to Junction I-84; US-30, SH-77, and SH-25; Cassia and Minidoka Counties. Low bidder: Kloepfer Inc., Paul, Idaho - $346,274.40.

STKP-3683, key 6831 - Weiser Stockpile, Washington County, District 3. Low bidder: Seubert Excavators, Cottonwood, Idaho - $79,225.

STM-2350(603), STM-2390(664), and STM-7242(602), keys 5824, 6778, and 6779 - East Carey to Tom Cat Hill, Rock Creek to West Five Points, and 2nd Avenue Twin Falls west bound lane; US-93 and US-30; Blaine and Twin Falls Counties, District 4. Low bidder: Emery Brothers Construction, Filer, Idaho - $162,817.69.

STM-2390(667) and STM-2390(666), keys 6907 and 6906 - Salmon River to Obsidian, and Obsidian to Lower Stanley, SH-75, Blaine and Custer Counties, District 4. Low bidder: Emery Brothers Construction, Filer, Idaho - $290,177.09.

NH-4200(106) and ER-4200(111), keys 6290 and 6364 - Lenore to Peck and Embankment Stabilization, US-12, Nez Perce County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - $1,150,803.25.

STR-2764(603) and STR-2764(602), keys 6616 and 6617 - Junction SH-50 to Ridgeway Interchange, SH-25 Jerome to Airport, SH-25 and SH-50, Jerome County, District 4. Low bidder: Gordon Paving Company, Inc., Burley, Idaho - $902,499.45.

STKP-2565, STKP-2560, and STKP-2561 - keys 6718, 6062, and 6063 - Bovill, Deary, and Potlatch Stockpiles, Latah County, District 2. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - $244,673.

ER-4713(100), key 6403 - Carrot Ridge and Woodland Grade, Idaho County, District 2. Low bidder: M. L. Albright and Sons, Inc., Lewiston, Idaho - $46,381.10.

ER-15-2(058)096, key 7056 - Porterville Road to Rose-Firth Interchange Flood Control, I-15, Bingham County, District 5. Low bidder: Phenix of Idaho Inc., Idaho Falls, Idaho - $543,213.

STKP-3677, key 6727 - Idaho City and Lowman Stockpiles, Boise County, District 3. Low bidder: Boise Paving and Asphalt Company, Boise, Idaho - $264,710.

STR-6470(619), key 5144 - Wood Road to Green Canyon Road, US-20, Fremont County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - $1,953,148.35.

STR-2790(607), key 6619 - 500 East Road to Minidoka, SH-24, Minidoka County, District 4. Low bidder: Hunziker Construction Company, Pocatello, Idaho - $753,697.35.

BROS-0300(101), key 5163 - Clark Street Bridge, Pocatello, Bannock County, District 5. Low bidder: Cannon Builders, Inc., Blackfoot, Idaho - $308,357.65.

5) Quarterly report on legal matters.

6) Annual Report on Activity with the Board of Examiners. In May 1997 the Department requested approval to allow 20 Department employees to accrue vacation leave beyond the allowable limit through December 31, 1997 during the implementation of the new Integrated Financial Management System. These employees were at the maximum accrual limit and are vital to completion of the project. The Board of Examiners approved this request with the condition that all excess leave be liquidated by September 30, 1998.

Additional Bids. STP-3220(101), key 5972 - Intersection Blaine and 21st Street/ Cleveland and 21st Street, Caldwell, Canyon County. The low bid was more than ten percent over the engineer's estimate, requiring justification.

The item of major difference was Traffic Signal Installation. This project is unique in that both signals installed are intersections with three legs instead of the normal four. The engineer's estimate was adjusted assuming the cost of an intersection with three legs should be 3/4 the cost of a four-leg intersection. These intersections are high accident areas and warrant signals. There is no potential for savings if readvertised at this time. The electrical contractors have already scheduled this work for this season. There is an urgency to get this work completed prior to college starting, as the students are heavy users in this area. Delaying the project would only add to traffic safety problems because the project would have to be postponed until next year. Therefore, the District recommends awarding this project.

Member McClure expressed concern that the apparent low bidder does not hold a Type II, Highway Construction, license. Secretary to the Board Higgins stated that the State Licensing Board was contacted on this project and the Department was told that a Type II license is not required on this project. The contractor holds Type I and III licenses, which are sufficient.

The Board ratified its earlier decision to award this project. Low bidder: Park Towne Construction, Nampa, Idaho - $261,159.40.

IM-84-1(034)36 and IM-84-1(033)38, keys 6221 and 6220 - Franklin Interchange to Garrity Interchange, Garrity Interchange to Meridian Interchange, I-84, Ada and Canyon Counties. Low bidder: Kloepfer Inc., Paul, Idaho - $984,588.53.

In response to a question on whether the Department has equipment for the new paint requirements, CE Ross reported that this work is subcontracted.

CM-0003(103) and CM-0100(113), keys 5396 and 5728 - Willow Lane to Lake Harbor, Stage 1 and 2, Boise, Ada County, District 3. The low bid was more than 10 percent over the engineer's estimate, requiring justification.

The city of Boise, the project sponsor, recommends awarding the bid now, enabling work to be completed between the time the Boise River drops to normal operating levels this summer and wintering bald eagles return in the late fall. The analysis of the bids did not indicate any items that could be deleted or reduced in a redesign effort that would save significant money. The city would provide all the additional funds required above the fixed amount.

STP-0100(111), key 5768 - North Bank of Boise River at Capitol Boulevard, Boise, Ada County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification.

The city of Boise, the project sponsor, recommends awarding the bid now, enabling work to be completed between the time the Boise River drops to normal operating levels this summer and wintering bald eagles return in the late fall. The analysis of the bids did not indicate any items that could be deleted or reduced in a redesign effort that would save significant money. The city would provide all the additional funds required above the fixed amount.

For both projects, Member McClure suggested awarding the projects with the stipulation that the city of Boise would provide the additional funds. Member Combo asked if the city has agreed to provide the additional funds.

Member Smith made a motion to table these two projects until additional information is provided. Vice Chairman Mitchell seconded the motion and it passed unopposed.

UST-43200 and UST-41700, keys 4943 and 6175 - Twin Falls Maintenance Yard and Burley Maintenance Yard, Twin Falls and Cassia County, District 4. The low bid was more than 10 percent over the engineer's estimate, requiring justification. The bid overrun is in Item SP-04 which was to install card readers at three other locations in the District. The estimate for this item was based on previous installations in the District. Staff recommends that the bids be rejected and the contract readvertised without Item SP-04. Arrangements will be made with the supplier to get the card readers installed.

Member McClure questioned the competitive bid process if items are removed from this bid and negotiated with the distributor. CE Ross was asked to determine if this is a sole source bid. (See later minute entry on additional bids.)

Administrative Settlements of Right-of-Way Acquisitions. From April through June, 22 parcels were processed, of which five, or 23%, had administrative settlements. In response to a question on the settlement for parcel 68, project NH-F-3271(037), key 2793, Deputy Attorney General (DAG) Parry reported that wetland banking was involved in that case.

Delegation - Greater St. Joe Development Foundation. As Executive Director of the Greater St. Joe Development Foundation, Ruth Rathbun focuses on business retention and expansion, is a resource to businesses, and attracts individuals and businesses to the St. Maries area. Because the infrastructure is a crucial ingredient for economic development, she thanked the Board for the various projects recently completed and currently scheduled in the area. She also thanked DE Stokes for his work and efforts in the District.

Ms. Rathbun asked the Board to improve US-95 south of Coeur d'Alene. She provided accident statistics for the highway from Belgrove to Mica and asked that improvements be made on that stretch of highway. She believes turning lanes are needed at the Rockford Bay turnoff. Additionally, the north Lake Creek lane for southbound traffic, south of Plummer at the top of the hill near the Tekoa turnoff, and the curve just prior to the Benewah Road turnoff southbound are also dangerous and need improvements. She concluded by thanking the Board for its time and presented letters supporting improvements to US-95 south of Coeur d'Alene.

Member McHugh reported that the Board toured that area yesterday and saw the deficiencies. The Board stated its desire to improve US-95 and its support for legislation to fund this highway.

Delegation - Kootenai County Area Transportation Team (KCATT). Coeur d'Alene City Engineer Gordon Dobler, representing KCATT thanked the Board for its time and reported that 11 different agencies are on the Team. One of its short-term goals is to develop a transportation plan for the area. This policy document will be a foundation for the team. The long-term goal is to provide a forum for all affected agencies to address transportation issues. The transportation plan will address current issues as well as provide a future road network for the region, including a truck route plan, a bicycle path, identify future land use, identify future utilities, access, corridor preservation, and air quality impacts. Mr. Dobler thanked DE Stokes for his participation and partnership in KCATT.

The Board congratulated the Team for its efforts and expressed support for the direction it is headed.

Delegation - Bonner County Advisory Transportation Team (BCATT). Jonathon Coe, BCATT Chair, reported that the Team was formed nine months ago to coordinate transportation issues and activities for the entities concerned with roads in Bonner County. BCATT supports the projects scheduled for Bonner County in the current Highway Development Program and encouraged the Board to keep those projects on schedule. The Team's highest priority is the Sandpoint North/South Route, the Sandcreek Bypass, followed by reconstruction of SH-200 at Icicle Cliffs, and the Clark Fork Bridge, which is off system.

Chairman Winder welcomed Senator Shawn Keough to the meeting.

Team Member Ray Miller, Sandpoint City Councilman, reported on the high volume of traffic in downtown Sandpoint, particularly truck traffic, making it difficult to drive through town. He relayed the citizens' support for the Sandcreek Bypass and encouraged the Board to make this project a high priority. Highway District Commissioner Ron May stressed the need to improve the US-95 corridor in Sandpoint and also supported the Sandcreek Bypass.

Both truck traffic and the number of accidents have increased on SH-200, according to Clark Fork City Councilman Arthur Ratcliff. Because of the Team's strong desire to reconstruct the Icicle Cliffs portion of this highway, it supports a partnership approach for a project.

County Commissioner Dale Van Stone requested assistance for the off-system Clark Fork Bridge, which provides the only link to the south side of the Clark Fork River. Because of the high cost for rebuilding the bridge, various funding sources are being sought, including demonstration funds. He asked the Board for its support on this project.

The BCATT members concluded by commending DE Stokes and his staff for the assistance and time they have provided to the Team.

Chairman Winder thanked the group for the presentation. The Board expressed appreciation for the Team's efforts and encouraged it to continue working in conjunction with the District.

Director's Items. The financial statement was not available for the Board meeting as staff is in the process of closing the books for FY97. The final FY97 statement will be forwarded to the members upon completion.

Director Bower reported on the flooding in eastern Idaho. I-15 was closed due to water over the interstate in the Blackfoot area, and the Rose Road overpass abutment and span collapsed. The Department will request federal Emergency Relief funds to replace the Rose Road Bridge and to raise the interstate approximately six feet. The engineering and design work will be done now, however, there are still several issues that need to be resolved. The Director commended the District 5 and 6 employees for their response to the flood. Member Combo added that the two districts worked well together, as well as with other agencies. The cooperation and hard work prevented additional damage, and he commended their efforts.

For the previous four natural disasters, $54 million is eligible for FHWA emergency relief funding for both routes on and off the system. Director Bower reported that all funds have been reimbursed. He added that there is still more work to do, and that the Department has faced an extraordinary amount of additional work because of these disasters at a time when it is downsizing its work force. He applauded the employees for their extra efforts.

Delegation - City of Bonners Ferry. Mayor Harold Sims thanked the Board for its time and for the projects recently completed and currently scheduled in the Bonners Ferry area. Chamber of Commerce representative Pete Wilson provided accident statistics for the US-95 North Hill and reported that at least one lane of the highway was closed 18 times in a 94-day period due to truck accidents. He added concern with the 25 school buses that are on this stretch of road daily. Bob Graham also expressed his support for this project.

DE Stokes reported that the right-of-way acquisition for the North Hill project is almost complete and the project will be ready for advertisement this winter.

Delegation - Area Citizens. Ann Hunter reported on the dangerous condition of US-95 south of Coeur d'Alene, from Micah Creek to Worley, due to the narrow, winding roadway with soft or no shoulders. There is a lot of truck traffic on this route, particularly dump trucks because of the land fill in the area. She believes the highway should be four lanes with pullouts and asked what action is planned to improve this route.

DE Stokes stated that passing lanes near Lake Creek are in the program, however, there is no major project currently scheduled that will address Ms. Hunter's concerns. He acknowledged the need for improvements, but emphasized the limited funds available.

A project had been proposed in the 1980s to realign US-95 in the vicinity of Micah Creek to Worley, but was later dropped. The Board asked the district to summarize the activities of that earlier proposal and to consider adding a project to the Preliminary Development Program.

Bonner County resident Betty Canny realizes that there are insufficient funds for the highway system. She complimented the Board for the projects it has funded in the area and encouraged it to make US-95 from Micah Creek to Worley a high priority.

Another area resident, Yvonne Mayhew, reported on the recent injury accident her son, daughter-in-law, and grandson experienced on US-95. She also emphasized the need to improve US-95 south of Coeur d'Alene.

Chairman Winder thanked the citizens for their comments and expressed the Board's support to improve US-95.

Director's Items, Continued. The Port of Entry procedure manual was recently re-written to include a no tolerance in POE activities clause. Director Bower reported that all POE employees were in Boise recently to review the manual and discuss various issues. He believes it was a valuable meeting and there is a Port of Entry Team in the process of reviewing the comments expressed. The team is working on short-term solutions and on the internal structure of the POE Section. The Board will be informed of the team's decisions before recommendations are implemented.

Staff is still reviewing the funding options for the Portneuf River Greenway project, as requested by the City of Pocatello at last month's meeting.

1998 Legislative Idea Concept Review. Earlier in the week, BPIRM Detmar reported that the ITD Executive Team reviewed and approved the proposed legislative concepts for 1998. Following review of the approved concepts by the Division of Financial Management in August, draft legislation will be submitted to the Board for review and approval at the September meeting. Vice Chairman Mitchell suggested working with industry and groups such as the Motor Carrier Advisory Committee before legislation is drafted.

Vice Chairman Smith made a motion to prioritize the Department's proposed legislation as Highway Corridor Preservation, Developments of Regional Impact, and State Funding for Public Transportation, and to approve the following resolution. Member Miller seconded the motion and it passed unopposed.

RES. NO. TB97-42

WHEREAS, the Idaho Governor's Office has requested that State agencies submit proposed 1998 legislation to the Division of Financial Management for review and approval; and

WHEREAS, the ITD Executive Team has approved the "Legislative IDEA Submittal Forms" as to concept and has submitted them to the Transportation

Board for concept review prior to submission to the Division of Financial Management.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board approves submittal of the "Legislative IDEA Submittal Forms" to the Division of Financial Management, and, upon approval, the development by ITD staff of draft legislation to be included as part of the Governor's 1998 legislative package, dependent upon subsequent review and approval by the Transportation Board and the Division of Financial Management.

Add RegioSprinter Demonstration Project to the FY97 Highway Program. In December 1996 the Board approved supporting the City of Boise's demonstration project for a RegioSprinter commuter train and to reallocate funds from another District 3 project in the STP-Urban or CMAQ Program, as identified by APA, or possibly public transportation funds. A policy group has been working on this demonstration project and is far enough along that it has requested a project be implemented in the FY97 Highway Program.

The request is to add the RegioSprinter project in FY97 in the Local Urban Program for $135,000 including match. This would be $125,000 in federal dollars. Boise will spend an additional $100,000 on the project in match and additional non-participating cash expenditures for the demonstration. There will also be extensive volunteer time, donation of services, and staff time devoted to this demonstration project.

To offset the addition of this project, APA will delay key 6008, Eagle/Overland Roads Park and Ride Project to FY98 in the CMAQ Program for $76,544. Additional obligation authority can come from the delay of the rail crossing project, key 5725, West Second North Rexburg. (See later minute entry on this project.)

After discussing this project with Mr. Bowman this morning, Member McClure reported that the commuter train would operate for 14 days and that the city would probably cover any additional costs of the demonstration project. He added that the APA Executive Committee voted to proceed with this project.

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

RES. NO. TB97-43

WHEREAS, it is in the public's interest for the Transportation Department to accomplish a current, realistic, and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal and State highway funding; and

WHEREAS, the Board previously committed to participate in the demonstration of the RegioSprinter as an alternative mode of transportation in the Boise/Nampa urban areas; and

WHERAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, the proposed changes to the FY97-01 Highway Development Program bring the FY97 Highway Program within the current available funding levels.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY97-01 Highway Development Program, as shown in Exhibit 187 which is made a part hereof with like effect, and authorizes staff to request an amendment to add this project and make other appropriate changes to the FY97-99 Statewide Transportation Improvement Program in accordance with the provisions of the ISTTEA of 1991 and to reflect these changes in the September, 1997 97-3 Supplement to the Approved Highway Program.

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

RES. NO. TB97-44

WHEREAS, the Idaho Transportation Board previously agreed to support the City of Boise's demonstration project for a RegioSprinter commuter train; and

WHEREAS, the Idaho Transportation Department, particularly through its Division of Public Transportation, has been and continues to be involved in the planning of the project, its implementation and its subsequent data analysis and projection; and

WHEREAS, a demonstration project of approximately two (2) weeks duration involving the RegioSprinter utilizing existing rail facilities in the Boise – Nampa corridor to gather data and indicators of public use of an alternate efficient mode of transportation has been further defined by local units of government in the area; and

WHEREAS, the Transportation Board recognizes the leadership, the local financial commitment, and the operating/facilitating role of the local units of government coupled with their encouragement of enhancement of the demonstration project by the private sector.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board will authorize, by concurrent Board resolution, the specific adjustment of federal obligational authority, available to the Idaho Transportation Department in its 1997 Local Urban Development Program, in the sum of $135,000 with match.

Executive Session on Legal and Personnel Issues, Section 67-2345(f) and (b), Idaho Code. At 11:40 AM, Member Miller made a motion, seconded by Member McHugh, to meet in executive session to discuss legal issues with DAG Parry and personnel issues. The motion passed unanimously.

The Board came out of executive session at 1:10 PM. No decisions were made.

Delegation - City of Coeur d'Alene. Mayor A.J. Hassell, III, thanked the Board members for its assistance on the Sherman Avenue project and added the area businesses' appreciation of those improvements. The city supports the Northwest Boulevard/Ramsey Road overpass project currently in the Highway Development Program and emphasized the need for that project, as traffic often backs up. He also thanked the Board for scheduling the Government Way overpass project.

The city is currently working on the I-90 beltway, and plans to program Government Way, I-90 to Dalton Avenue in 2001. A number of other priority projects are on Government Way. Mayor Hassell also mentioned US-95 as a high priority. He supports KCATT's efforts and expressed his support for long-range planning. He concluded by thanking the Department for its cooperative spirit and assistance.

Chairman Winder welcomed Senator Riggs to the meeting.

The Board appreciated Mayor Hassell's comments and asked him to continue working with the District staff on transportation issues.

Delegation - University of Idaho (U of I) President Hoover. President Hoover thanked the Board members for their time. He provided background on the U of I and explained the teaching, research, and outreach activities of the University. The University supports continuing the emphasis on research in the reauthorization of ISTEA. The U of I/ITD cooperative transportation research program and the Engineering Advisory Board, of which Director Bower is a member, are also very important components of the University.

President Hoover expressed support to improve US-95 and advocated a US-95 bypass of Moscow. He added that US-95 provides a significant economic impact to the state.

Chairman Winder thanked President Hoover for the informative presentation, for the University's efforts in transportation research, and for the cooperative relationship the two entities have developed. Member McClure concurred with the economic impacts of the infrastructure system and asked if the U of I would consider studying the economic impacts of the NAFTA agreement, particularly on agriculture and transportation issues. Vice Chairman Mitchell also requested support for legislation to fund improvements to US-95.

The Department of Agriculture has requested a study on international trade, according to President Hoover. He believes a study on the NAFTA impacts is related and will consider researching those economic impacts. He also offered assistance on US-95.

Condemnation. Member Smith made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:
RES. NO. WHEREAS, the Transportation Department has condemnation actions pending in

TB97-45 Ada County on parcel number 4 for project NH-F-3271(052) and in Twin Falls County on parcel number 4 for project NH-F-2390(101); and

WHEREAS, being fully informed on both condemnations.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes the Director to settle the condemnations in the best interest of the Department.

Temporary and Regular-Rule-Making Variable Load Suspension Axles. In 1994 the Board adopted a rule allowing for prequalification of variable load suspension axles. This allows the axles to be weighed in a group and prevents Port of Entry Inspectors from weighing axles individually. The federal government, in its conditional certification of the size and weight program, raised this as a potential issue of non-enforcement.

DAG Parry said the proposed amendments to the rule would allow an inspector to weigh the axle separately if he has reason to believe it is carrying a weight greater than allowed in the precertification. The federal government has approved the amendment.

Vice Chairman Mitchell believes input should be obtained from the trucking industry before staff proceeds with rule-making. DAG Parry said the plans were to publish the rule, allowing for a review period, but stated the Motor Carrier Advisory Committee (MCAC) can be contacted and its input provided to the Board.

The consensus of the Board was to table this item until September and have MCAC review this item.

Board Policy B-12-06, Transportation Impact Study. Member McHugh made a motion to defer this item until September. Vice Chairman Mitchell seconded the motion.

Former Traffic Engineer Greg Laragan provided background on this issue and reported that a rule was established in 1990 regarding new developments. Because that rule did not provide guidelines or requirements for new developments, a document, "Requirements for Transportation Impact Study" was developed in 1995 to provide guidance. During discussions with the State Realtors Association and the Builders Association last fall, they voiced support for this document and encouraged the Transportation Board's buy-in of the document, such as in the form of a policy.

Chairman Winder expressed concern with the Ada County Highway District's (ACHD) requirement for a transportation impact study and asked if the two studies are different. Mr. Laragan responded that the Department does not want to duplicate efforts of local entities. ACHD has reviewed ITD's Transportation Impact Study and would accept it, rather than require an additional study. Mr. Laragan is not aware of any other jurisdictions that require a study, however, he would like to make it available for all local entities' review.

The consensus of the Board was to have staff distribute the information on the Transportation Impact Study to all local entities. Mr. Haynes offered assistance with this endeavor. He added his support for this document and believes these guidelines are needed.

The motion to defer this item passed unanimously.

Corridor Preservation, McCall Alternate Route, Project NH-3271(026), Key 688, SH-55, District 3. FHWA determined that the original Final Environmental Impact Statement (EIS) required a reevaluation. A consulting engineering firm recently performed the reevaluation and recommends that a Supplemental EIS be prepared.

Development in the area of the proposed project is ongoing and escalating. There currently are subdivisions both north and south of the proposed alignment. The District and FHWA both agree that the prudent course of action at this time would be to preserve the proposed corridor. The District submitted a Categorical Exclusion request to FHWA to provide for protective buying of the necessary right-of-way from Johnson Lane to the Adams/Valley County line. The approval is pending. A public information meeting would be scheduled for September 1997 in McCall to inform the public of the proposed course of action and to gather input.

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

RES. NO. TB97-46

WHEREAS, the Idaho Transportation Department is dedicated to developing a stable and efficient transportation system; and

WHEREAS, the Idaho Transportation Department, District 3, is proceeding on development of the McCall Alternate route; and

WHEREAS, corridor preservation is essential in safeguarding the corridor of the approved route for the McCall Alternate Route; and

WHEREAS, the Idaho Transportation Department, District 3 will hold a public information meeting in McCall, Idaho on the McCall Alternate Route corridor preservation.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Department, District 3, will proceed with acquiring right-of-way for the McCall Alternate Route within the selected corridor.

Rexburg City Negative Urban Balance and Project Delay in Rail Crossing Program, District 6. The city of Rexburg's local urban project, key 5963, South Rexburg Arterial, Stage 1, scheduled in FY97 has a final engineer's estimate of $839,000 which is $219,000 over the current scheduled construction amount of $630,000. The major cost change to this project is that the original estimates did not reflect the excavation that would be needed to build the project.

The project will reroute a street where students would cross from one campus building to a newly constructed campus building, so that the street passes behind the new building. The city believes it is extremely important that this project be constructed as soon as possible because of the associated safety impact of the numerous college students at Ricks College and is willing to delay one or more of its rail crossing projects in order to construct the Rexburg Arterial project this summer. Currently, Rexburg has two rail crossing projects scheduled in FY97 that are fully designed and on the shelf ready to go.

Member Miller made a motion, seconded by Member Combo, and approved unanimously, to approve the following resolution:

RES. NO. TB97-47

WHEREAS, it is in the public's interest for the Transportation Department to accomplish a current, realistic and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal and State highway funding; and

WHEREAS, the safety benefit of accomplishing key 5963, South Rexburg Arterial, Stage 1 is significant; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, the proposed changes to the FY97-01 Highway Development Program bring the FY97 Highway Program within the current available funding levels.

NOW THREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY97-01 Highway Development Program as shown in Exhibit 188 which is made a part hereof with like effect, and authorizes staff to make the appropriate changes to the FY97-01 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991 and to reflect these changes in the September 1997 97-3 Supplement to the approved Highway Program.

Supplemental Agreements Report. Financial Services has historically produced a monthly report to the Board depicting consultant agreements and the supplements to those agreements. As of July 1997 the Consultant Agreement Unit of Roadway Design will produce the report. The report includes the original agreement amount, all supplemental authorizations, professional service agreements to date, the amount remaining, and all supplemental agreements. A second report, summarizing all agreements by consultant, was also included. Future reports to the Board will only list agreements with changes since the last report.

The Board expressed appreciation for the re-formatted report, which is easier to read.

FY98 Strategic Plan Summary. Idaho Code requires the Department to annually submit a Strategic Plan update to the Division of Financial Management (DFM) by September 1. The Strategic Plan will be distributed internally by October 1, which will allow the most recent Performance Report updates to be included in the Strategic Plan. Past updates contained Performance Reports which were as much as 18 months out-of-date and often generated confusion because there was not always a one-to-one correlation with the Strategic Plan's current goals and performance measures. These Performance Reports are directly tied to the Strategic Plan's goals and performance measures. This will allow the Strategic Plan's information to be more current and should greatly assist budget decisions.

The Board reviewed the FY98 Strategic Plan. The final FY98 Strategic Plan will be presented to the Board for approval in August.

Contract Awards Revisited. CE Ross reported that the City of Boise will provide funding for the additional costs of projects CM-003(103), CM-0100(113), and STP-0100(111).

Vice Chairman Mitchell made a motion, seconded by Member McClure, and passed unopposed, to concur with staff's recommendation to award the projects. Low bidder on CM-003(103) and CM-0100(113): Eterna-Line Corp of Idaho, Boise, Idaho - $578,535.45. Low bidder on STP-0100(111): Richard L. Jordan, Boise, Idaho - $424,258.68.

CE Ross confirmed that projects UST-43200 and UST-41700 are sole source. Member McClure made a motion, seconded by Member Miller, to concur with staff's recommendation to reject the bids and readvertise the project. The motion passed unopposed.

WHEREUPON, the regular monthly Board meeting and tour of District 1 officially adjourned at 3:00 PM.

signed
CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
August 18, 1997
Salmon, Idaho

REGULAR MEETING AND DISTRICT 6 TOUR
OF THE IDAHO TRANSPORTATION BOARD

August 18-19, 1997

The Idaho Transportation Board meeting and District 6 tour officially convened at 9:00 AM, on Monday, August 18, in Hamilton, Montana. The following principals were present:

Charles L. Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member – District 1
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member – District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Jim Richard, District 6 Engineer
Ed Bala, Assistant District 6 Engineer
Jack Coe, Division Administrator – Federal Highway Administration

Tour of District 6. The Board departed Hamilton, Montana south on US-93. Representatives from the Montana Department of Transportation and the U.S. Forest Service (USFS) met the group at the Lost Trail Pass. A briefing was provided on the proposed Lost Trail Pass Rest Area, which is a joint venture with Montana DOT, the USFS, and ITD. Roy Grant, USFS, expressed the need for a rest area at this location. He added that the three entities are in the process of finalizing each agency's responsibilities.

Montana DE Jim Weaver will oversee this project, while DE Carpenter will be responsible for the Lolo Pass Rest Area. The construction costs, approximately $500,000, will be split evenly between MT DOT and ITD, according to Mr. Weaver, while the USFS will be responsible for the NEPA. The maintenance will be contracted, although MT DOT will administer the contract. MT DOT and ITD will each provide 45% of the maintenance cost while the USFS will provide 10%. Mr. Weaver concluded by encouraging the Board to advance this rest area in the Program from FY01.

The Board thanked Mr. Weaver, Mr. Grant, and USFS representative Gina Owens for the information and coordinated efforts on this project.

Dustin Escamilla, Western Federal Direct, joined the Board as it traveled through the Lost Trail Pass construction project. He explained the demonstration project, which is to be completed this fall, and answered questions. The tour continued on US-93 south to Salmon where the Board met in the city hall. Deputy Attorney General (DAG) Parry joined the Board for the meeting.

July 8-11, 1997 Board Minutes. Member Smith made a motion, seconded by Member McClure, to approve the minutes of the Board meeting held on July 8-11, 1997, as corrected. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
September 17-19, 1997 - Boise

October 9-10, 1997 - District 5
November 20-21, 1997 – Boise
December 18-19, 1997 - Boise

Consent Calendar. Member McClure made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. TB97-48 *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves the appointments to the Public Transportation Advisory Council and Regional Public Transportation Advisory Committees; and uncollectible accounts; and has received and reviewed the quarterly returned check report; FY97 out-of-state travel report; contract awards; and supplemental agreement history.

1) Appointments to the Public Transportation Advisory Council (PTAC) and Regional Public Transportation Advisory Committees (RPTAC). Debra Gordon was re-appointed to the PTAC, with her term expiring June 2003. The following re-appointments were approved: Charles Zook to the District 1 RPTAC with a term expiring January 2000; Loretta J. Halfmoon to the District 2 RPTAC, Dwinelle E. Allred to the District 4 RPTAC, Karen A. McGee to the District 5 RPTAC, and Denise Myler to the District 6 RPTAC, all expiring in June 2000.

2) Uncollectible Accounts. Nine accounts totaling $25,460.70 were determined to be uncollectible and written off, as shown in Exhibit 190, which is made a part hereof with like effect.

3) Quarterly Returned Check Report. During the fourth quarter of FY97, $15,435,061 in checks were received while $13,015 or 0.0843% were returned. Collections amounted to $9,760 for a 75% collection rate. In comparison to the fourth quarter of FY96, the Department is experiencing a lower percent of returned checks with a greater collection rate.

4) Out-of-State Travel Report. In FY97, 212 out-of-state trips were taken at a cost of $186,927, which was below the budgeted amount of $355,724.

5) Contract Awards. The Board acknowledged action on the following construction bids in accordance with Board Policy B-14-06:

ST-5724(600), key 6573 – Washington State Line to Jct. US-95, SH-58, Kootenai County, District 1. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - $272,254.94.

STM-4200(606), STM-4110(618), STM-4170(616), STM-4780(604), STM-4170(617), and STM-4749(605), keys 5217, 5796, 6342, 6666, 6665, and 6061 – Arrow Bridge to Lenore, Slate Creek to Whitebird, Bear Ridge Grade, Timberline High School to Pierce, Bovill to County Line, and Gilbert Grade; US-12, US-95, SH-3, SH-11, and SH-7; Nez Perce, Idaho, Latah, and Clearwater Counties; District 2. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - $441,235.20.

STR-6450(618) and STR-6350(623), keys 6626 and 6624 – Baker to Salmon and Intersection US-93 and SH-28, Salmon, Lemhi County, District 6. Low bidder: L.C. Contractors LLC, Idaho Falls, Idaho - $994,991.60.

STR-5120(613), key 6361 – Kootenai to Pack River, SH-200, Bonner County, District 1. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - $957,513.25.

STR-2390(661) and ST-2390(651), keys 6618 and 6140 – Muley Creek to Slate Creek and Slate Creek to Clayton Ranger Station, SH-75, Custer County, District 6. Low bidder: Beco Construction Company, Inc., Idaho Falls, Idaho - $895,650.

ST-7592(603), key 6580 – Alfresco Road Intersection, West Burley, I-84B/SH-27, Minidoka County, District 4. Low bidder: Shotwell's Inc., Twin Falls, Idaho - $109,632.

STR-2852(603), key 6642 – Heyburn Interchange to Rupert, SH-24, Minidoka County, District 4. Low bidder: Gordon Paving Company, Inc., Burley, Idaho - $798,275.

ER-4771(100), key 6382 – Cavendish Grade, Clearwater County, District 2. Low bidder: Ascorp Inc. dba Debco, Orofino, Idaho - $357,804.60.

STKP-3678, key 6728 – Mountain Home, Hammett, and Glenns Ferry Stockpiles, Elmore County, District 3. Low bidder: Western Construction Inc., Boise, Idaho - $218,082.30.

ST-2390(658), key 6581 – Lower Stanley to Muley Creek, SH-75, Custer County, District 6. Low bidder: Beco Construction, Idaho Falls, Idaho - $1,073,646.35.

ST-2846(609), key 6579 – Kimberly to Hansen, US-30, Twin Falls County, District 4. Low bidder: Gordon Paving Company, Inc., Burley, Idaho - $413,738.50.

ST-2340(606), key 6569 – Hill City to Fairfield, US-20, Camas County, District 4. Low bidder: Nelson Construction Company, Boise, Idaho - $1,186,358.10.

ST-1721(608) and STM-1721(607), keys 6203 and 6104 – East American Falls Interchange to Dam and Aberdeen to Sterling Road, SH-39, Bingham and Power Counties, District 5. Low bidder: Hunziker Construction Company, Pocatello, Idaho - $438,030.20.

STR-1530(607), ST-1530(609), STR-1803(605), ST-1803(604) and STM-1480(613), keys 6160, 6583, 6623, 6582, and 6745 – Ovid to Montpelier, Utah State Line to St. Charles, Turnaround to Strawberry Summit, Strawberry Summit to East Forest Boundary, and Nounan to Bennington; US-89, SH-36, and US-30; Bear Lake and Franklin Counties, District 5. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - $2,373,933.71.

STR-1786(604), ST-1786(603), STM-1786(606), and STM-1786(605), keys 6652, 6448, 6787, and 6688 – Bear Creek to Sadie Creek, Sadie Creek to Wyoming State Line, Sadie Creek to Wyoming State Line (seal coat), and Monsanto to Hubbard, SH-34, Caribou County, District 5. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - $1,480,003.25.

STP-15-1(116)63, key 6322 – Portneuf Road to Clark Street Interchange, I-15, Pocatello, Bannock County, District 5. The low bid was more than ten percent over the engineer's estimate, requiring justification. The District believes that bid prices are high because of the time of year of bidding, contractor workload and lack of contractors available to perform the work. Staff recommends rejecting the bids at this time and combining the project with the Clark Street to Pocatello Creek Interchange project which is to be advertised later this fall.

IM-86-2(016)62, key 6227 – Chubbuck Interchange Bridge Deck, Bannock County, District 5. The low bid was more than ten percent over the engineer's estimate, requiring justification. Because of the lateness in the construction season, when bridge contractors are the busiest, and with contract time severely limited to minimize shopping center traffic interference, the District believes there would be potential savings and user benefits if the project were rebid earlier in the construction season. Additionally, due to other work at nearby Pocatello Creek Interchange for the FY98 and FY99 seasons, staff recommends rejecting the bids and delaying this project to FY00 or later to minimize concurrent area traffic interference. Program shifts will be worked out later.

ST-4807(603) and ST-4807(604), keys 6564 and 6574 – White Pine Drive and Overlay, SH-6, Latah County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The District believes its estimate was low on two items, clearing and grubbing, and excavation. The timing of construction is a factor along with the limited amount of time until the paving cutoff date. Therefore, staff recommends rejecting the bids.

6) Supplemental Agreement History. In March of 1995 the Board directed the Consultant Administration Unit (CAU) to reduce supplements to professional agreements. The CAU determined that the biggest cause of supplemental agreements was poor scopes of work. Therefore, all agreements negotiated since that time have had very detailed scopes of work which include milestones and progress charts.

The Department has reduced the supplemental agreements and also increased the use of consulting engineers. Through 1994, supplements averaged a greater dollar amount per year than original agreements. Since the spring of 1995, supplements have been reduced to an average of less than one percent of original agreement amounts.

<u>Additional Bid</u>. STP-0100(122), key 5986 – East Boise River Footbridge, Boise, Ada County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The project sponsor, the city of Boise, recommends rejecting the bids, revising the bid proposal, and re-advertising the project. Staff concurred with this recommendation.

Vice Chairman Mitchell expressed concern with the source of funds. Vice Chairman Mitchell made a motion to reject the bids but not to re-advertise the project. Member Miller seconded the motion and it passed unopposed.

New and Supplemental Professional Agreements Report. The new professional agreements and supplements to existing agreements that have been processed since June 1, 1997 were reviewed. The Consultant Administration Unit processed approximately $900,000 in new agreements during this two-month reporting period.

On agreement #3054, US-95, Little Salmon embankment stabilization, Vice Chairman Mitchell questioned the supplemental agreement for public relations. CE Ross will look into that work description.

In response to Vice Chairman Mitchell's question on funding for agreement #3223 Beacon Light Road and SH-55 and Eagle/Overland Roads, Stage 1, CE Ross stated those two projects are in the CMAQ Program. He will provide additional information on the Department's responsibility for the agreement.

Vice Chairman Mitchell questioned the type of work on #3227, Montpelier to Geneva. Member Miller believes Shoshone Bannock Tribes Cultural Resources Survey Organization will be performing the surveying work on the demonstration project to acquire clearance. In response to whether the consultant is qualified, CE Ross assumes the company is qualified because it is on ITD's list.

Vice Chairman Mitchell asked how "on an as-needed basis" applies to agreement #3231, which provides architectural services for Building 21005. CE Ross will provide information on that agreement. (See later minute entry.)

Board Items. Chairman Winder confirmed the October dates for the RegioSprinter commuter train. This demonstration project will operate between Nampa and Boise for two weeks, starting October 13. During non-commuter times, free rides will be given, however reservations will be needed.

Member McClure recently had difficulties obtaining information on the SH-55 construction project in the Gardena area. He asked if the road report could be used for summer construction updates. Director Bower responded that the Department is looking into improving

the format of the road report, including the feasibility of a toll-free number. He added that including the construction schedule will also be considered.

Member Smith shared some concerns regarding the Public Transportation committee structure. In recent conversations with Public Transportation Advisory Council (PTAC) members, he learned that the members don't have enough to do. He continued by stating a governor's edict may be necessary to bring other agencies together to work cooperatively with ITD on public transportation issues.

Director Bower has discussed the various public transportation groups' roles with Public Transportation Administrator Falkner and realizes there is some frustration with the direction headed. The consensus of the Board was to hold a work session on public transportation issues.

Member Smith expressed concern with the condemnation process. Both Member Combo and he did extensive work on Iowa's proposal, and he asked that the Department continue to study Iowa's process and keep them informed of the progress on this issue. Director Bower summarized the activities on the condemnation process, including shortening the time frame, finalizing a memorandum of understanding between ITD and the Attorney General's Office, and pursuing the condemnation hearing panel. He added that the first two items were a higher priority and not much progress has been made on the latter item to date.

Due to an earlier misunderstanding on a logo sign appeal request, Member McHugh asked for a better understanding of how the appeal process works. DAG Parry explained that the Legal Section schedules administrative hearings for sign appeals, which can then be appealed to the Director, then to the District Court. He added that the Board may review the decision and hear the appeal.

Chairman Winder asked that the appeal process for all issues be explained at a later meeting and that the Board consider revising the current policy.

Director's Items. Director Bower thanked the Board for participating in the WASHTO conference in Sun Valley last month. He stated his pleasure with staff on the outstanding job of organizing the conference. He felt it was a very successful event.

Several proposals have been received from consultants to perform an employee survey. Members McHugh and Miller have received these proposals and will be reviewing them.

The reauthorization of ISTEA before September 30 is very doubtful, according to Director Bower. Staff is reviewing the options for working without a new act.

Director Bower announced that Gloria Jeff has been named the acting director of FHWA and Tony Kane is the acting deputy director.

The Department has received $8.2 million for the eastern Idaho flood. Director Bower shared that Senator Kempthorne was instrumental in ITD receiving the funds in a timely manner.

The Port of Entry Team is implementing a number of recommendations as a result of its study on port issues. Director Bower is pursuing centralizing the Ports of Entry. He will inform the Board of changes before the centralization is implemented. He stated his satisfaction with the Team's work.

Robert Hoff, Idaho Falls, has been reappointed to the Aeronautics Advisory Board.

Request from Cassia County to add a Local Road to the State Highway System, District 4. Cassia County has requested a road from SH-77 at Conner Creek to Almo be added to the state highway system. Before the Board can consider a request, an evaluation by staff is required. This section of road has never been evaluated using the current Board-approved rating criteria.

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

RES. NO. TB97-49

WHEREAS, Board Policy B-09-06 states that all requests for additions to the State Highway System shall be referred to the Transportation Board for consideration before any studies are undertaken by Department staff; and

WHEREAS, Cassia County has requested that a section of highway from SH-77 at Conner Creek to Almo be added to the State Highway System; and

WHEREAS, this section of highway has never been rated by staff; and

WHEREAS, staff recommends that an abbreviated evaluation be made to determine if the highway in question would score high enough to merit a complete analysis since a complete analysis would result in substantial data gathering and staff time.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes staff to do an abbreviated evaluation of the section of highway from SH-77 at Conner Creek to Almo to determine whether or not a full analysis is merited.

Corridor Planning. Transportation Planning Administrator (TPA) Mickelson outlined the three corridors that have been identified in FY98 in the draft STIP for planning efforts. Each plan will provide a detailed analysis of the state route and connecting transportation system. Additionally, the plan will be used as a tool to coordinate and implement the strategies contained in the plan.

The I-84 study between Ada and Canyon Counties will scrutinize the current situation of the interstate from the new Isaac's Canyon interchange to the SH-44 interchange outside of Caldwell. The plan will take into account a one-mile buffer on both sides of the interstate to ensure the stability of the interstate and all interconnecting state and local transportation net-works. It is intended to take a very comprehensive and well thought out approach to identify not only current transportation trends along the

corridor but also future structural needs and policy needs. The estimated cost of this study is $550,000 with the locals providing 50% of the funds.

The purpose of the US-93 corridor plan in District 4 is to examine alternative crossing sites from US-30 to SH-50, select a preferred corridor and develop a comprehensive, long-range plan for managing and improving transportation facilities and services within the corridor. Of foremost concern is the preservation of the corridor for future use. This will be a collaborative process with jurisdictions, agencies, and the public involved in identifying transportation problems and the most efficient and effective solutions. This study is estimated at $80,000 and the locals provided a verbal commitment of $30,000.

In District 6, US-20 from Idaho Falls to Chester is a four-lane divided highway with 27 at-grade crossings. These crossings contribute to a relatively high accident rate and are particularly dangerous for through traffic expecting limited access similar to an interstate. The purpose of this corridor study, estimated at $100,000, is to develop a comprehensive, long-range plan for managing and improving transportation facilities and services within the corridor. It will be a collaborative process with jurisdictions, agencies, and the public in identifying transportation problems and the most efficient and effective solutions to them. The corridor will be examined from a multi-modal perspective and will consider the impact of growth, land use, economic issues, the environment, and corridor preservation. The Bonneville Metropolitan Planning Organization has committed approximately $6,000 in staff time to assist with the plan.

Vice Chairman Mitchell indicated BMPO's contribution is insignificant, particularly since it is not a cash contribution. He applauded the local contribution for the I-84 study at 50% and suggested a 50/50 split should be a requirement for these corridor studies. TPA Mickelson responded that an oversight committee is reviewing the issue of local participation. Staff will present a draft policy on the local commitment at next month's meeting. He emphasized the importance of a good working relationship with the local entities.

Member Combo does not believe the policy should require cash support, but that in-kind contributions should be acceptable. If a community wants a corridor study, Member Smith believes the local jurisdictions should help finance it. Member Miller said the Department needs to lay the groundwork for partnering with local entities. The locals should be participants so they have ownership in the study. If a minimum contribution is required, Member McClure questioned if a maximum amount should also be considered. Vice Chairman Mitchell suggested handling the corridor studies like regular highway and bridge projects; the importance of the study should be explained and the Board would decide the priority of funding the studies.

Member Smith made a motion, seconded by Member Miller, to accept the following resolution:

RES. NO. TB97- WHEREAS, the Transportation Board sees a need to develop long-range plans for managing and improving transportation facilities; and

WHEREAS, the Board realizes a need for local contribution and ownership in corridor studies; and

WHEREAS, the Board sees a need for local partnerships to implement and improve the state highway system.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Department shall:

1) initiate a corridor planning process with local entities for three projects;
2) negotiate with the local entities for participation or contract a memorandum of understanding for corridor plans; and
3) preliminarily establish contributions for such studies at 70% federal; 15% state, and 15% local, with 7 ½% cash and 7 ½% in-kind match allowed for both the state and local share.

Member McClure reiterated the need to impose a maximum contribution if a minimum is stated. If an entity would like to contribute more than the stated amount, Chairman Winder believes that should be acceptable, and added that each study should be looked at on an individual basis. Member Combo concurred and stated that there are too many variables in each study to have a set formula for the contribution.

The reauthorization of ISTEA will have a new financial package, according to Director Bower. He believes this issue should be considered after the new act is passed, as funding may be included for corridor studies.

Vice Chairman Mitchell made a substitute motion to table the corridor planning item. Member Combo seconded the motion. The motion passed five to one with Member Smith opposing.

Pancheri Drive, STP-M-7406(007), Key 3588, Increased Cost in Excess of Urban Balance, District 6. The low bid for this project, sponsored by the city of Idaho Falls, was 45% over the engineer's estimate. The engineer's estimate did not adequately reflect the cost of several bid items. The District can find no fault that would lead to a large oversight for which the contractor might take advantage of and believes the overall prices for the bid items are not unreasonable. The current construction cost of the project in the Highway Development Program is $2,890,000, requiring $734,946 in additional obligation limitation to fully fund the construction contract.

All Districts were approached to see if any cost savings might be available to fund the Pancheri Drive project. Because there are no known savings of this magnitude, District 6 requests funding this project if other FY97 projects are delayed. The city of Idaho Falls is willing to delay Pancheri Drive, Stage 1, key 5965, in order to repay the obligation limitation loaned to the city in FY97 from their future urban allocation balances. This project is currently scheduled in FY01. The city believes the construction of Pancheri Drive is vital to allow sufficient capacity for the growing traffic within the area, and believes that future traffic safety would be greatly affected if this project were to delay.

Member Combo made a motion, seconded by Member Miller, and passed unopposed, to award the project to the low bidder: Idaho Construction Company, Inc., Kimberly, Idaho, - $3,295,406.22, and to approve the following resolution:

RES. NO. TB97-50

WHEREAS, it is in the public's interest for the Transportation Department to accomplish a current, realistic, and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal and State Highway funding; and

WHEREAS, the Transportation Board has defined the funding and project programming policies of the Surface Transportation Urban Program under Board Policy B-19-10; and

WHEREAS, District 6 has determined that the low bid amount of $3,295,406 for key #3588, Pancheri Drive, Utah to Capital is justified; and

WHEREAS, the future safety benefit of accomplishing key #3588, Pancheri Drive, Utah to Capital is significant.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes the use of up to $734,946 in FY97 Federal obligation authority (including match) to cover the increased cost of awarding key #3588, Pancheri Drive, Utah to Capital, contingent upon the availability of Federal obligation authority due to delayed projects or other cost savings; and

BE IT FURTHER RESOLVED, that the City of Idaho Falls is authorized to obligate Federal funds in excess of their FY97 Urban Allocation Balance by $1,152,005 (including local match) contingent upon the City's agreement that the excess obligations will be charged to the City's future allocation balances making them ineligible for a federally funded urban project until their balance is sufficient to fully fund another project in accordance with the provisions of Board Policy B-19-10.

FY97 Highway Development Program Advances/Delays. CE Ross outlined projects in the FY97-01 Highway Development Program which could advance to FY97 to fully utilize available Federal funding. Funding for advanced projects will be made available in FY97 because of additional obligation authority provided under Public Law 105-18, and the delay of FY97 projects which are not ready for contract which are in excess of project cost increases identified to date. The Board-approved changes will be included in the final Supplement to the Program in September.

In June, the FY97 Federal obligation authority increased from $101.7 million to $103.8 million. Assuming a federal participation of 92.66%, the total additional available funding is $2.25 million. Approximately $6.6 million in federal funds will be available due to delayed FY97 projects. It is estimated that the Department will be able to advance $5.2 million of

projects with the combined funding available from additional obligation authority and from delaying projects after covering cost increases. A prioritized list of projects to advance was provided.

Due to time constraints, this item was tabled until tomorrow. (See later minute entry.)

Visit with Maintenance Employees. The Board visited with the maintenance employees from the Salmon, Challis, and Leadore sites at the Salmon Shed.

WHEREUPON the meeting recessed at 5:05 PM.

August 19, 1997

The Transportation Board meeting reconvened at 8 AM at the Salmon City Hall in Salmon on Tuesday, August 19. All members were present, however, Director Bower was absent as he was preparing to leave on a transportation organizations and management scanning review sponsored by FHWA and the National Cooperative Research Highway Program.

Delegation – City of Salmon and Lemhi County Officials. Mayor Davis thanked the Board for visiting Salmon. He reported that the city has been frustrated with the Department due to lack of communication on the US-93/SH-28 traffic signal project. The city's share of the project doubled, however, the city was not informed immediately, which created a budget problem. City Administrator Sloan added that a letter of credit for the additional cost would have been helpful. The Mayor expressed a desire to improve communications and the working relationship with ITD. He stated the US-93 bridge across the Salmon River needs repair, and he also expressed concern that there is no other route to get across the river if the US-93 bridge is closed. Mayor Davis would like a turning lane by the Forest Service Office south of town to reduce the safety hazard of turning traffic.

Lemhi County Commissioner Burke also believes a letter of credit should be sufficient, as increased costs create budgeting problems for local entities. CE Ross explained the Department's policy on the local's contribution of cash versus a letter of credit, but added that staff can review that policy.

County Commission Chair Stokes said the access to the fair grounds on US-93 north of town is a safety hazard. There is one egress on the two-lane highway, creating problems when traffic stops to turn. He also requested the bridge on SH-28 north of Tendoy be improved. The county has provided assistance to ITD with cleaning the bridge during high water. He stated his pleasure with the good working relationship with the district staff. DE Richard realizes the need for improvements to this bridge and will continue seeking funds. He thanked the county for the assistance with the bridge work.

Chairman Winder thanked the delegation for the comments and for the use of the city hall. He encouraged the local officials to work with Member Combo and the District staff on transportation issues.

Delegation – Doug Dalling, Sugar City Resident. Access to US-20 in the Sugar City area is a big concern to Mr. Dalling because of the safety issue. Traffic has increased on that route, creating a hazardous situation for vehicles crossing or entering the highway. The safety of school buses is of particular concern to him. He is opposed to the city's proposal to extend Center Street, and believes an overpass at 3500 North and a full interchange at SH-33 is the best solution. When US-20 was constructed through his property, approximately 20 years ago, he received an agreement stating he would have access to the highway. He wanted to ensure that agreement is honored.

Chairman Winder thanked Mr. Dalling for his presentation. Member Combo stated a public hearing will be held on this project this winter and encouraged Mr. Dalling to attend that hearing and provide testimony.

District Tour, Continued. The Board traveled US-93 south to Challis where the meeting resumed at the Y-Inn Café.

Update on the Integrated Financial Management System (IFMS). Deputy Director DDIR) Bumsted reported that three of the nine modules are operational, while some duplication is occurring on the other systems. Recent activities and status of this project include:

- legacy data conversion and loading – master reference tables and static data;
- software configuration and setups;
- integration testing - the full range of inter-module transactions include all transaction types and scenarios;
- initializing the system with balances forward – the beginning balance sheet
- staff training and orientation;
- creating a pseudo production environment;
- developing and promulgating policies, procedures and system documentation; and
- security profiles setup for production environment.

Some reasons this project has taken so long include staff dedication to implementation of a quality system; project assignments are in addition to regular duties; steep learning curve for new computing environment; and turnover and availability of Oracle consultants. The next steps of the project include finalizing software setup; finalizing the Gas Card application; moving the legacy data into the production environment; system acceptance testing; system documentation; distributing policies, procedures and system documentation; and live operation - targeted for October 1.

Although the Department did not meet the July 1 deadline, no additional money will be required for Oracle, however there is some cost to operate two systems, plus staff time, according to DDIR Bumsted.

The Board thanked DDIR Bumsted for the presentation. The Board asked DDIR Bumsted to invite staff involved in the IFMS project to the September meeting so the Board can thank them and express appreciation for the hard work and extra time put into this project.

FY97 Highway Development Program Advances/Delays, continued. Member McClure made a motion, seconded by Member McHugh, to approve the following resolution:

RES. NO. TB97-51

WHEREAS, it is in the public's interest for the Transportation Department to publish and accomplish a current, realistic, and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available federal and state highway funding; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a 3-year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, Idaho has received an additional $2.1 million in FY97 formula apportionment obligation authority under Public Law 105-18 bringing the current obligation authority level to $103.8 million; and

WHEREAS, the Department has requested an additional $4.2 million in additional obligation authority during the August redistribution by the Federal Highway Administration; and

WHEREAS, a minimum of $2.9 million in federal funding will be made available in FY97 due to projects which are not sufficiently ready for obligation; and

WHEREAS, $18.2 million in projects in FY98 of the Highway Development Program have been identified which can be made ready for obligation in FY97.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the delay of the projects identified in the attachment titled "FY97 Projects Anticipated to Delay" and authorizes the staff to advance projects in priority order from the list of projects titled, "FY98 Projects which can be Ready for Advertising in FY97" as current and future Federal FY97 funding becomes available for obligation; and

BE IT FURTHER RESOLVED, that the staff is authorized to make the appropriate changes to the FY97-99 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

Member McHugh asked why the US-2, Wrenco Loop to Dover project, key #717, was not a higher priority for advancement. CE Ross explained that FY98 projects are considered first for advancement, then staff looks at FY99 projects. Member Smith suggested key #2794, SH-55, Chinden to Eagle, be a lower priority than #4463, US-95, Homedale Alternate Route. Member McClure said #2794 is a higher priority to allow it to be combined with another Eagle Road project scheduled in FY97.

Member Smith suggested moving #717 to the number two priority on the list of projects to advance. The consensus of the Board was to approve this change.

The motion passed unanimously.

Other changes to the draft Highway Development Program were suggested for next month's meeting.

Delegation – Cities of Challis and Mackay, and Custer County Officials. Challis Mayor Walker requested the speed limit by the school be reduced, particularly because of the large amount of truck traffic on US-93. Councilman Harwood requested a curb and gutter project along the Y intersection due to the developments in the area. DE Richard said the traffic engineer will work with the city on the speed limit and the senior planner will look into the curb and gutter request.

Custer County Commission Chair Strickler said he appreciated the visit with the District's senior planner earlier this summer. He voiced concern with Main Street. When ITD rebuilt the Y intersection, the road was raised, which left the buildings lower, creating water flow problems. He would like that issue resolved. The County would like to host a road grading seminar and Chair Strickler asked if the Department could help sponsor that event.

Member McClure suggested contacting equipment dealers for assistance. He knows one in Boise, Western Sates, would be willing to help facilitate such a seminar. Byron Keely, Local Highway Technical Assistance Council representative, offered his assistance and will contact the Technology Transfer Center to help organize the seminar.

Mackay Mayor Wornek reported that the city has had good cooperation with ITD. He especially appreciated the airport improvement projects that were recently completed.

Area citizen Bob Hammond stated that a lot of his trucks come from Montana and it seems ITD's snow removal response time on the Lost Trail Pass is not as fast as Montana's. He asked that the Department improve the winter maintenance. He also asked that the rockslides along US-93 be removed in a timelier manner. Chairman Winder said staff will look into those requests.

Commissioner Strickler expressed concern with the Board's decision to close SH-21 after the first threat of an avalanche and keep the route closed until the danger is over for the season. He said the economies of Stanley, Salmon, and Challis all depend on SH-21.

The Board thanked the delegation for the comments.

Request for Consultant Services, I-15, District 5. The District is seeking consultant services for the Rose Road Grade separation near Blackfoot on I-15 which collapsed due to flooding in June. In addition to the replacement of the structure, the community leaders are seeking permission for an interchange to access the north end of Blackfoot from I-15.

The consultant would prepare studies and make recommendations for several options, then perform the project development duties. This would be a two-stage agreement, with stage two being negotiated after completion of stage one. The selection of a consultant shall be open competitive. The preliminary estimate for the work of stage one is $50,000. Hearings and public involvement are expected.

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

RES. NO. TB97-52

WHEREAS, the flooding of the Snake River caused the demise of the Rose Road overpass; and

WHEREAS, the local government officials have been seeking permission for a North Blackfoot interchange; and

WHEREAS, the increased work load to the southern districts due to the recent flood disasters has left ITD staff stretched to the limits; and

WHEREAS, the use of consulting engineers is a viable and accepted practice for meeting peak work loads; and

WHEREAS, the city of Blackfoot and the surrounding community are adversely affected by the collapse of this major interstate crossing.

NOW THEREFORE BE IT RESOLVED, that staff will solicit the services of a consulting engineering company to perform the necessary studies and reports requested by the District; and

BE IT FURTHER RESOLVED, that the selection for a consultant engineering firm be open and competitive, with negotiation or requests for proposals from all interested firms; and

BE IT FURTHER RESOLVED, that upon approval of concept reports, ITD will enter into negotiations with that same consultant for the purpose of all project development required to complete the design and bid package necessary for the construction of the new facility.

Contract Awards. In accordance with Board Policy B-14-06, Member McClure made a motion, seconded by Member Combo, and passed unopposed, to approve the following construction contracts:

ST-5120(608), key 5643 – Intersections Division Street and Boyer Avenue, US-2, Sandpoint, Bonner County, District 1. The low bid was more than ten percent over the engineer's estimate, requiring justification. Upon review, staff found that the contractors' bids were much higher than historical averages except for the traffic signals. It is believed the cause for this is the dramatic increase in heavy construction in northern Idaho has decreased the

number of available contractors. Therefore, it is unlikely that readvertisement of this project will result in any cost savings.

The Sandpoint Independent Highway District has already submitted its share of funds. Also, there is a major pavement rehabilitation project along US-2 that ties into the intersections on this project. These factors result in an urgent need to construct this project this year, therefore staff recommends awarding this contract to the apparent low bidder.

Low bidder: Interstate Concrete and Asphalt, Sandpoint, Idaho - $504,324.35.

STR-84-2(527)121, key 6455 – Glenns Ferry Bridge, I-84, Elmore County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was derived from similar work done by state forces. ITD does not have a history of this type of work done by contract. There is an urgency for this work to be done at this time as the last inspection of this structure shows the cracks are continuing to grow, and staff is concerned with the structure having to go through another cold weather cycle without completing the proposed corrections. Staff's recommendation is to award the contract.

Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - $251,803.

ST-4110(643), key 6553 – Lewiston to Moscow Passing Lanes, US-95, Nez Perce County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The basis for the engineer's estimate was the Average Unit Price Report. The District believes the major reasons for the high bid are the lateness into the construction season and also the excavation item was underestimated. Staff does not believe readvertising would result in significantly lower bids, so recommends awarding the contract.

Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - $986,762.49.

Additional Bids. Member McClure expressed concern with the timing of the two stockpile items. He believes the projects should have been awarded earlier in the year as the Districts should have known as early as March that stockpiles would be needed. He commented that this same scenario happened last year.

The low bid on SB-ID-93(004) and SB-ID-93(006), keys 5672 and 5674 – Buffalo Jump Native American Hunting Site and Bayhorse Townsite and Lake, SH-75, Custer County, District 6 was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the Average Unit Price Report for District 6 projects and past bidding history of projects of similar nature for standard items. Four bid items account for the majority of the difference, including excavation, ¾" aggregate, plant mix pavement class III, and mobilization. Upon review, it was found that these items are not unreasonable due to the remoteness of the projects' locations and the small scope, which was not adequately reflected in the engineer's estimate. The District has examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage of.

Due to the lateness in the construction season, Member Smith suggested waiting a year and then re-bidding the project. The project was advertised late because of problems securing a commitment from the sponsor, the Bureau of Land Management, according to ADE Bala. DE Richard added that BLM recommends awarding this project.

Member Smith made a motion, seconded by Member McHugh, and passed unopposed, to approve the following construction contracts:

SB-ID-93(004) and SB-ID-93(006), keys 5672 and 5674. Low bidder: John Bielby Construction, Salmon, Idaho - $83,730.

STKP-2558, key 5800 – Powell Stockpile, Idaho County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The source of the engineer's estimate was the Average Unit Price Report, as well as comparison with similar jobs within the District. No mobilization was figured for this project, which, if added, would bring the project closer to the estimate. The District does not believe a savings would be realized if the project were readvertised, and recommends awarding the bid.

Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - $349,792.

STKP-1641, STKP-1640, and STKP-1639, keys 7012, 7011, and 7010 – Saint Maries, Santa, and Ramskull Stockpiles, Benewah County, District 1. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on historical bid prices of materials, handling, and distance from the expected sources, however the historical project quantities were comparatively larger than this project. In analysis of the relatively low quantity of materials at this stockpile site and the production demands in the area at this time, the bid appears to be reasonable and the district recommends awarding the project.

Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - $113,581.

STR-4750(7603) and ER-4750(103), keys 6601 and 6369 – Michigan Avenue to Orofino North City Limits and Orofino to Ahsahka Slide Repair, SH-7, Clearwater County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The source of the engineer's estimate was the Average Unit Price Report as well as comparison with similar jobs within the District. Items with significant differences include excavation, plant mix pavement class II, flagging, construction staking by contractor, and uniaxial geo grid. The emergency relief project needs to be done this year. Readvertisement would delay this project until the next construction season, possibly causing further degradation to the project site. The District does not believe a savings would be realized if the project were readvertised, therefore, recommends awarding the bid.

Low bidder: Wind River Construction, Inc., Moscow, Idaho - $642,246.06.

BLDG-32705 and BLDG-33306, keys 6459 and 6460 – Bruneau Maintenance Building and Riddle Yard Maintenance Building, Owyhee County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. A consultant performed the engineer's estimate. After the bids were opened, it was discovered there were errors in the

quantity and delivered cost of concrete. It appears the estimator did not consider the remoteness of the two sites. Staff does not believe a savings would be realized if the project were readvertised, partly due to the lateness of the construction season. Also, because it would cost more for winter construction, staff's recommendation is to award this project.

Low bidder: Brice Construction, Meridian, Idaho - $539,979.

ER-4747(100), key 6412 – Central Ridge Road, Lewis County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate is roughly based on the Average Unit Price Report for District 2 federal projects and past bidding history of projects of similar nature for standard items. Three items provide the majority of difference. The borrow and ¾" aggregate for base are both higher due to the substantial haul over unpaved roadways to reach several remote sites and the small quantity. The engineer's estimate was too conservative for the construction staking in light of the work required and the terrain involved. The District has examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage of. Readvertisement would cause this project to be delayed until next fall, possibly causing further degradation of the project site during the coming spring runoff. Staff recommends awarding this project.

Low bidder: Wasco, Inc., Orofino, Idaho - $241,218.73.

Disposal of Highway Right-of-Way, District 1. Three years ago, Hagadone Corporation, owner of the Coeur d'Alene Resort Golf Course, requested to purchase or trade two pieces of land adjacent to the golf course from ITD. The Board denied the earlier request in July 1994. Hagadone Corporation has again approached the District about acquiring this right-of-way along old I-90. CE Ross informed the Board that staff is reviewing several options and will bring a recommendation to the Board for action at the September meeting.

Member McHugh said the circumstances have changed since 1994. The District now knows it will not need that right-of-way. Vice Chairman Mitchell believes ITD may receive criticism if it sells directly to Hagadone Corporation instead of putting the land on public auction. He added that the pullout was desired so the traveling public could stop at the overlook. Member McHugh believes ITD owns a lot of land unnecessarily that should be put back on the tax roll. The consensus of the Board was to have staff consider a number of issues for next month's presentation, including maintenance agreements, slope easements, legal issues, and existing permits.

I-84, Nampa to Meridian Pavement Rehabilitation, District 3. In mid-July District 3 attempted to scrub coat and seal coat the existing asphalt cement on I-84 from Caldwell to Meridian. With public convenience in mind, the District utilized an asphalt type maintenance activity that allowed construction to occur during the night. This method did not work as it was intended and has therefore resulted in the need to redesign the rehabilitation of this pavement.

Staff recommends milling excess asphalt from the westbound travel lane and applying a 19 millimeter medium-graded plant mix seal to both lanes in each direction to smooth out the pavement and provide skid resistance. This would only include the area which was scrub and

seal coated, approximately eight miles, both directions, from Nampa to Meridian. The second eight miles from Caldwell to Nampa will be addressed by a later project through normal programming procedures.

Vice Chairman Mitchell made a motion, seconded by Member McClure, to approve the following resolution:

RES. NO. TB97-53

WHEREAS, a project on I-84 from Caldwell to Meridian was intended to rehabilitate the existing pavement; and

WHEREAS, the project was intended to be completed during evening hours in order to reduce public interference and to increase public convenience; and

WHEREAS, for unknown reasons, while under construction, the portion of the project from Nampa to Meridian did not perform as intended; and

WHEREAS, the Interstate had been previously treated with a scrub coat; and

WHEREAS, this work is needed this year to improve the safety of the roadway by improving the skid resistance and providing a smoother ride; and

WHEREAS, a substitute design which will meet the pavement rehabilitation needs of the previous project can be implemented prior to the end of the paving season with the immediate programming of a new project; and

WHEREAS, this new design will include a cold mill of the pavement in the westbound outside travel lane and a full-width plantmix seal overlay in both directions.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board hereby approves the addition of a new project to FY97 of the Interstate Maintenance Program on I-84 from Nampa to Meridian for $1,100,000; and

BE IT FURTHER RESOLVED, that District 3 may proceed to prioritize and fund this project within their approved State-Funded Program in the event that Federal procedures prevent the timely construction of this project within the 1997 paving season.

Vice Chairman Mitchell asked if, once its determined who was at fault, the Department may be reimbursed for the damages. CE Ross believes that is possible. Member Smith suggested obtaining an opinion from an outside expert to establish losses before the Department schedules this expensive project.

Chairman Winder believes the project needs to be done before the winter weather creates slick conditions, lessening ITD's liability. Because an expert's review of the seal coat project would be time-consuming, Member McClure encouraged the approval of this project. Vice

Chairman Mitchell added that the Department has competent, experienced staff who can review the circumstances of the earlier project.

The motion passed five to one with Member Smith opposing.

New and Supplemental Professional Agreements Report, Revisited. CE Ross reported that riprap operations allowed for work in the river for the US-95, Little Salmon embankment stabilization project. This resulted in numerous questions from the public. Agreement #3054 included the consultant's time and expertise in answering these questions, and was described as handling public relations in the write-up.

The funding for agreement #3223, Beacon Light Road and SH-55 and Eagle/Overland Roads, Stage 1, is CMAQ funds, according to CE Ross. Although Ada County is the sponsor, ITD has oversight on the federally-funded projects.

Regarding agreement #3231, which provides architectural services for Building 21005, CE Ross stated that the agreement calls for specifications for a shop. This agreement will cover work on additional shops as needed.

Vice Chairman Mitchell made a motion that the Board has received and reviewed the New and Supplemental Professional Agreements Report. Member McClure seconded the motion and it passed unanimously.

Miscellaneous Items. Member Combo asked that the committee members for WASHTO '97 be recognized for the excellent work on organizing the conference. He added that the employees who were not on a committee, but helped fill in for the absent committee members also be commended.

Member Miller reported on a recent meeting with Douglas Waring. Mr. Waring has property along I-15 that was flooded in June. When the interstate is raised, Mr. Waring fears it will act as a dam, creating flooding on his property. Chairman Winder suggested Member Miller encourage the county commissioners to extend the dike. CE Ross added that the Department is working with other agencies on this project.

WHEREUPON, the regular monthly Board meeting and tour of District 6 officially adjourned at 2:30 PM.

signed
CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
September 18, 1997
Boise, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 17-19, 1997

The regular session of the Idaho Transportation Board meeting convened at 1:30 PM, on Wednesday, September 17, in Boise, Idaho at the Transportation Department. The following principals were present:

Charles L. Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member – District 1
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member – District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Jack Coe, Division Administrator – Federal Highway Administration

Update on Reauthorization of ISTEA. Director Bower provided a matrix of the House and Senate bills that were introduced last week.

Introduction of Controller. Chief of Administration Dick Transtrum introduced Sue Simmons to the Board. Ms. Simmons was hired as the Department's Chief Fiscal Officer in April. Her background includes working in the Division of Financial Management and performing the controller duties for the Governor's Office.

Ms. Simmons reported on some of her goals, including continuing work on the Integrated Financial Management System so it is operational, then eliminating the legacy system; providing financial reports to and establishing closer working relationships with other Divisions and Sections within ITD; and challenging staff to be more efficient.

The Board welcomed Ms. Simmons to the Department.

Work Session on the FY1998-2002 Highway Development Program. Highway Programming Manager (HPM) Dave Amick reported that a total of $238.3 million, including match and the Emergency Relief Program, is estimated to be available in FY98 for all Federal-aid and previously-approved State funded highway programs. He added that the Highway Development Program might need to be revisited when the transportation bill is passed. Director Bower added that if additional federal funds are received, the State Program may also be revisited because of the match ITD is required to meet.

The East Boise River Foot Bridge Project, key 5986, in the Enhancement Program was revisited. Upon request from Vice Chairman Mitchell, HPM Amick outlined the types of projects eligible for Enhancement funds. Chairman Winder described this project, which would connect the paths on the north and south side of the river. He also mentioned a letter from Boise Mayor Coles to the Board requesting additional funds for this project.

Because the original bids, presented to the Board last month, were over the engineer's estimate by more than ten percent, Member Smith said the city of Boise should review the project and re-bid it. The consensus of the Board was to leave the East Boise River Foot Bridge project in the Program, however, no additional funds were added to the project.

Several rest area projects were then discussed. Staff recommends removing the East Burley Rest Area project from the Program and scheduling a rest area improvement project at Cotterel plus a port of entry at Sublett. The Malad Gorge Rest Area/Interpretive Center was also recommended to be dropped from the Program and a project to improve the Bliss Rest Area scheduled. The consensus of the Board was to accept these recommendations.

The rest of the draft Highway Development Program was reviewed. Staff was asked to develop a list of expensive projects in Preliminary Development for prioritization purposes.

Board Items. Chairman Winder questioned the participants for the public transportation work session scheduled in November. Division of Public Transportation Administrator (PTA) Larry Falkner suggested the Public Transportation Advisory Council (PTAC), the Regional Public Transportation Advisory Committee's (RPTAC) chairs, and some of the Interagency Working Group members be present.

Chairman Winder mentioned a letter he received from PTAC Chair General Brooks. The Council is concerned with the lack of public transportation funds and asked the Board to consider providing state funds. There is also some concern as to the PTAC's roles and responsibilities. These issues are to be discussed at the work session in November.

The Department received a letter from FHWA regarding Idaho's size and weight enforcement program. The state's FY95 certification was accepted on the condition that the problems uncovered in the investigation would be corrected by the end of FY97. The joint ITD/FHWA team addressed the problems. The letter stated ITD's FY96 size and weight

certification has been approved by FHWA without conditions. Chairman Winder commended the team for their work and extra efforts on this certification.

Member Smith asked to revisit district funding allocations. Last year HPM Amick provided information on this and the consensus of the Board was to look at statewide projects, not each district individually. However, the Board does not see a break-down of funding by District. Because of time, Member Smith asked that this be scheduled at a later meeting.

WHEREUPON the meeting recessed at 5:20 PM.

September 18, 1997

The Transportation Board meeting reconvened at 8:05 AM at the Transportation Department in Boise on Thursday, September 18. All members were present.

August 18-19, 1997 Board Minutes. Member McHugh made a motion, seconded by Member Miller, to approve the minutes of the Board meeting held on August 18-19, 1997, as presented. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
October 9-10, 1997 - District 5
November 20-21, 1997 – Boise
December 18-19, 1997 – Boise
January 15-16, 1998 – Boise

Consent Calendar. Member McClure made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:

RES. NO. TB97-54 *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves the revisions to Board Policy B-19-10, Local Surface Transportation Program (STP) Funds; and has received and reviewed the contract awards; information on the landing strip on the east shore of Cascade reservoir; and the quarterly report on legal actions.

1) Revisions to Board Policy B-19-10, Local Surface Transportation Program (STP) Funds. At a Transportation Planning Task Force meeting this summer, it became apparent that not all Local Public Agencies were aware that federal STP-Local and STP-Urban funds could be used for planning purposes. To clarify that federal funds may be used for planning, Board Policy B-19-10 was revised to specifically include that option.

2) Contract Awards. The Board acknowledged action on the following construction bids in accordance with Board Policy B-14-06:

STR-15-3(522)128 and ST-6742(604), keys 6246 and 6410 – Osgood Interchange to Roberts Interchange and Lewisville to Rigby, I-15 and SH-48, Jefferson County, District 6. Low bidder: HK Contractors, Idaho Falls, Idaho - $1,914,120.06.

NH-1480(104), key 6284 – Lava Hot Springs to Lund, US-30, Bannock and Caribou Counties, District 5. Low bidder: Bannock Paving Company, Pocatello, Idaho - $1,879,189.35.

ST-6742(603) and ST-6742(602), keys 6206 and 6205 – Roberts Snake River Bridge to Menan and Roberts East, Phase 2, SH-48, Jefferson County, District 6. Low bidder: HK Contractors Inc., Idaho Falls, Idaho - $1,307,978.36.

STP-2822(100), key 5668 – Glendale Bridges, Blaine County, District 4. Low bidder: Concrete Placing Company, Inc., Boise, Idaho - $1,041,806.77.

STR-6830(604), key 6625 – Junction US-20 to Teton, SH-33, Madison County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - $344,652.70.

STP-2200(100), key 5989 – Big Falls Inn Restoration, Fremont County, District 6. Low bidder: Harris Brothers Construction, Inc., Idaho Falls, Idaho - $315,340.

STKP-1646, STKP-1600, STKP-1601, STKP-1602, and STKP-1647, keys 7017, 6047, 6048, 6049, and 7020 – Cedars, Peterson Hill, Bell Bay, and Wolf Lodge Stockpiles, Kootenai County, District 1. Low bidder: N. A. Dergerstrom Inc., Spokane, Washington - $533,887.

STKP-1604, STKP-1638, and STKP-1608, keys 6051, 7009, and 6709 – Mullen and Osburn Stockpiles, Shoshone County, District 2. Low bidder: Camas Gravel Company, Grangeville, Idaho - $452,074.

STKP-1637, STKP-1635, and STKP-1636, keys 7008, 7006, and 7007 – Sandpoint and Clarkfork Stockpiles, Bonner County, District 1. Low bidder: Interstate Concrete & Asphalt, Sandpoint, Idaho - $223,090.

STKP-1630, STKP-1631, and STKP-1632, keys 7001, 7002, and 7003 – Bonners Ferry and Copeland Stockpiles, Boundary County, District 1. Low bidder: Wood's Crushing & Hauling, Inc., Sandpoint, Idaho - $210,540.

STKP-1645 and STKP-1644, keys 7016 and 7015 – Spirit Lake and Athol Stockpiles, Kootenai County, District 1. Low bidder: MJB Materials Company, Spokane, Washington - $204,402.

STKP-1617, STKP-1642, and STKP-1643, keys 6794, 7013, and 7014 – Plummer and Sheep Creek Stockpiles, Benewah County, District 2. Low bidder: DeAtley Company, Inc., Lewiston, Idaho - $166,675.

ST-6500(613), key 6454 – Indian Creek Slide Repair, US-26, Bonneville County, District 6. Low bidder: Smith Paving & Construction, Soda Springs, Idaho - $131,111.62.

ST-5110(639), key 6921 – Bonners Ferry North Hill Overlay, US-95, Boundary County, District 1. Low bidder: Interstate Concrete & Asphalt, Sandpoint, Idaho - $385,419.49.

STM-0004(614), key 7019 – District Wide Mowing I-84, I-86, SH-46, and US-93, Elmore, Gooding, Jerome, Minidoka, Cassia, Oneida, and Twin Falls Counties, District 4. Low bidder: Green Velvet Reclamation, Inc., Sugar City, Idaho - $40,180.

ER-15-2(059)96, key 7076 – Riverside Canal Bridge to Rose Interchange, I-15, Bingham County, District 5. Low bidder: LeGrand Johnson Construction Company, Logan, Utah - $1,619,926.25.

STR-4110(638), STR-4410(652), and STR-4110(647), keys 6158, 6879, and 6610 – Moscow to Viola, Viola Turn Bays, and Top of Crook's Hill to Potlatch, US-95, Latah County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The basis for the engineer's estimate was the Average Unit Price report. Comparison of the bid to the estimate shows one major difference, plant mix pavement incl. Asphalt and add Class II. The timing of construction is a factor. It appears that due to the contractor's workload, and the limited amount of time until the September 30 paving cutoff date, that it would be unlikely that the work could be completed this construction season. The District recommends rejecting the bids and readvertising the project.

ER-4805(100), key 6383 – Cedar Ridge Road, Latah County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The basis for the engineer's estimate was the average Unit Price Report. Comparison of the bid to the estimate shows one major difference, illumination type 2. The district believes those costs are unreasonable and recommends rejecting the bids. The plans will be modified and the project readvertised at a later date.

3) Landing Strip on the East Shore of Cascade Reservoir. For the past several months, negotiations have been underway to re-open the Cascade Reservoir landing strip. The negotiations have broken off and no final agreement was reached between the easement owner and the Bureau of Reclamation.

4) Quarterly report on legal actions.

Map of 1997-1998 Winter Maintenance Standards. Changes to the winter maintenance standards map for 1997-98 include eliminating winter maintenance responsibility for the I-90 business loop in Kellogg since that route was removed from the system; eliminating maintenance responsibility on the old alignment of SH-21 and the new alignment will be maintained at level 2; adding the Grandview Road, SH-67, to the winter maintenance standards map at level 5 due to the addition of this route to the state highway system; eliminating the maintenance responsibility on the I-84 business loop in Mountain Home due to the relinquishment of that route; and changing SH-21 from MP 93.75 to 109.37 to level 6.

Chairman Winder asked for clarification on the winter maintenance of SH-21 in the avalanche-prone area. Maintenance Engineer Clayton Sullivan stated level 6 includes closing the road at the on-set of avalanche danger and keeping the road closed until all danger of

avalanches has ended for the winter season. Member Smith suggested striking the last four words, "for the winter season."

In response to who makes the decision to close and reopen the road, Maintenance Engineer Sullivan said that the maintenance supervisor, John Hileman, makes that determination. He added that Mr. Hileman errs on the conservative side. Member Miller believes the "danger of avalanche" is the main consideration, not necessarily the end of the season. He wants to focus on safety.

Chairman Winder asked staff if the removal of "for the winter season" from the policy would provide more flexibility while still focusing on safety. CE Ross said the Department would be comfortable with that direction. Vice Chairman Mitchell reiterated the concern for safety of the ITD employees and the traveling public.

Member Smith made a motion for the winter maintenance policy on the avalanche-prone section of SH-21 to be "At the on-set of avalanche danger, the road segment shall be closed and remain closed until all danger of avalanches has ended." Vice Chairman Mitchell seconded the motion.

Member Combo expressed concern that somebody is still responsible for making the decision of when to close and reopen the highway. He said safety of the traveling public and ITD personnel is to be paramount. The Department's procedures are written that way currently, according to Maintenance Engineer Sullivan.

The motion passed unanimously.

Director Bower suggested revisiting this issue in November. He would like to review options for improving avalanche predictions and other methods to improve the safety factor. The Board concurred with this recommendation.

Member McClure made a motion to approve the 1997-98 winter maintenance standards map with the change outlined above on SH-21. Member Miller seconded the motion and it passed unopposed.

Administrative Settlement Authority, I-184, District 3, Key 5934. The I-184 North Cole Road off-ramp project, programmed in FY98, will construct an off-ramp to take traffic from the westbound lane of I-184 and connect it with Cole Road at the existing signalized east entrance to the Boise Town Square Mall. Both the Ada Planing Association (APA) and Ada County Highway District (ACHD) strongly support this project. A portion of the funding for the ramp ($512,776) is being provided by JP Realty, Inc., the developer of the mall, through ACHD in the form of extraordinary impact fees.

One of the two parcels required for this off-ramp project has been acquired. Parcel 2 is a 2.03 acre residential property. All but .55 acres of the land are needed for the project, but the owner does not wish to retain the remainder. The reviewed fair market value is $690,000, while the owner's appraisal, including income from the interim use of the residence, is $997,000.

Vice Chairman Mitchell asked why this right-of-way figure is different than the figure presented in the Highway Development Program. CE Ross explained that the Program's costs are estimates, while this agenda item reflects a more accurate figure.

Chairman Winder believes the value of the land is reasonable for this area. Member Miller thinks that right-of-way will be the major cost of projects as time goes on. He suggested keeping the right-of-way costs separate when considering projects and that more up-front right-of-way costs are needed.

CE Ross explained that the Highway Development Program is being formatted to include those specific costs.

Member Smith made a motion to approve administrative settlement authority to purchase the subject property at $997,000, with the understanding that JP Realty, Inc., is to provide $512,776 for the cost of this project. Member McClure seconded the motion and it passed unopposed.

Director's Items. Director Bower asked Deputy Director (DDIR) Bumsted to provide an update on the Integrated Financial Management System. All of the data in the master reference table is in place or ready to be put in place. Refresher training courses will be done in the next week or two. Development of the gas card module is still being performed and will then need to be tested. DDIR Bumsted believes that will be completed soon. During testing of the time entry system, some problems were identified. Oracle will be bringing in a consultant to resolve those issues. The operation date of the entire system is not known at this time; it is dependent on the gas card and time entry modules.

DDIR Bumsted reported on the financial statement. For the first two months of the fiscal year, the revenue is 10% ahead of last year's figures. The Department is working on the encumbrances and trying to improve those figures. Director Bower added that reduction of the cash balance is also an emphasis area. He would like approximately $3 million in the cash balance.

Director Bower expressed appreciation for Senator Kempthorne's work on the reauthorization of ISTEA. The Congressional Record stated that the proposed legislation is partially a result of the congressional hearing Senators Warner, Kempthorne, and Baucus sponsored in Coeur d'Alene in March. The consensus of the Board was to send Senator Kempthorne a thank you letter for his work on this important issue.

The Department is still receiving bills from the July WASHTO Conference. Director Bower believes the revenues will exceed expenses by approximately $3,000. He added that WASHTO makes available $20,000 in seed money for planning the annual conference. This money is to be repaid after the conference. Director Bower reported that staff did not draw on this fund. He expressed pleasure with the outstanding job the committee did on planning and hosting this conference in Sun Valley.

The Department and the Attorney General's Office have signed an agreement on coordination of condemnations. Staff will now focus on reviewing Iowa's condemnation procedures.

Director Bower thanked the Board for allowing him to participate on the World Scanning Tour. He said the group will develop a paper on this tour.

Board Policy B-12-06, Developments with Significant Transportation Impact. This policy has been written in draft form after the 1997 legislation regarding developments of regional impact was withdrawn. The intent of this policy is to provide for adoption of the ITD Transportation Impact Study (TIS) document by the Board; provide the TIS document to local governments and encourage them to use the procedure for developments of significant impact; and establish one point of contact for developers to obtain information on TIS requirements.

In July the Board asked staff to work with the Local Highway Technical Assistance Council (LHTAC) to distribute the draft policy to local government agencies for review and comment. Numerous comments were received and are intended to be incorporated into the policy. The Transportation Planning Task Force has endorsed this concept in conjunction with the development of memorandums of understanding for the use of the TIS.

Member Combo made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. TB97-55

WHEREAS, a Transportation Impact Study manual has been prepared and is in use by the Department; and

WHEREAS, the Idaho Transportation Board directed the Transportation Planning Administrator to distribute a draft version of Board Policy B-12-06, Developments with Significant Transportation Impact, to all local entities; and

WHEREAS, numerous comments from local entities and ITD Districts have been received; and

WHEREAS, it is clear that many issues in the draft policy need to be clarified; and

WHEREAS, coordination of the policy with local entities is critical to achieve consensus on issues that directly affect them; and

WHEREAS, the Transportation Planning Task Force concurs with the principals contained in Board Policy B-12-06, in lieu of the proposed development of regional impact legislation.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board directs the Transportation Planning Administrator to rewrite the draft Board Policy B-12-06 based on the review comments, including specific state/local reference for memorandums of understanding, distribute the rewritten policy to

local governments for further review, and bring back to the Board a recommended final draft in December 1997.

Chairman Winder thanked Members Combo and Smith for their participation on the Transportation Planning Task Force. He also thanked Member McClure for attending one meeting in the absence of Member Smith. Chairman Winder believes a lot of progress was made on planning issues as well as improving relationships with local entities.

Draft Corridor Planning Policies. Draft Board Policy B-09-04 and Administrative Policy A-09-04, Corridor Planning for Idaho Transportation Systems, have been prepared for Board review, comment, and revision, and for the Board's use in considering the FY98 corridor plans contained in the draft Statewide Transportation Improvement Program. Plans are to distribute the draft policies within ITD and other jurisdictions with transportation and/or land use responsibilities for input after Board review and comment.

CH2M Hill will provide consultant services to develop a guidebook that will assist ITD in developing corridor plans. The guidebook will contain a set of guidelines reflecting Idaho's approach to corridor planning, including all transportation modes and options for implementing corridor plans. The guidebook will provide planners and engineers with technical skills in corridor planning; identify data, data sources, and inventory needed; and identify the level of analysis needed. The document is expected to be completed in December 1997.

Member Combo made a motion for staff to continue developing the corridor planning policies and that recommended final policies be presented to the Board early next year with a corridor planning guidebook. Member McClure seconded the motion and it passed unopposed.

FY99 Proposed Budget Request. Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar outlined some of the changes to the FY99 budget since the Board reviewed it in July. The revenue forecasts were increased in the State Highway Account and Restricted Highway Account. Some expenditure figures were also adjusted, including controller fees, Attorney General services, postage, and additional spending authority for contract construction. BPIRM Detmar added that legislative services will be informed of the potential increase in federal funds, which the Department may need additional spending authority for.

Chairman Winder welcomed Senator Bunderson to the meeting.

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

RES. NO. TB97-56 WHEREAS, the FY99 Transportation Department budget has been prepared in accordance with instructions in the Division of Financial Management's Budget Development Manual; and

WHEREAS, the Board has reviewed the estimated revenue and expenditures for FY99.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board agrees with the FY99 budget as presented in the Department Summary and Certification, submitted for approval September 18, 1997, as shown in Exhibit 190, which is made a part hereof with like effect, and authorizes the estimates to serve as the basis for the budget request to be submitted to the Division of Financial Management on or before September 30, 1997.

Draft Legislation for 1998. In July the Board approved the 1998 legislative idea forms as to concept and authorized staff to develop draft legislation for review and approval. The Division of Financial Management is reviewing the idea forms, but has given approval for staff to develop draft legislation.

BPIRM Detmar reported that the Transportation Planning Task Force has recommended an administrative solution to Developments of Regional Impact, so legislation will not be pursued at this time. Legislation concerning Implementation of Fleet Registration will be included as part of Title 49 clean-up bill. The non-substantive clean-up legislation will be split into two pieces, one dealing with vehicles and the other with driver's licenses.

State funding for public transportation is being held while the Division of Public Transportation and interest groups continue to study sources of funding. Because Idaho Code mandates greater efficiency, including coordination of public transportation with other state agencies, PTA Falkner would like to utilize the public transportation committees in coordinating all public transportation players and issues. He would like to review the public transportation needs and duplication of services and recommended providing each district with $50,000 for a one-year pilot project. The RPTAC would oversee the project and inform the Board of its plans to use the funds. He added that in discussions with state legislators, there is support for public transportation, however, no general agreement on funding. The consensus of the Board was to have PTA Falkner continue exploring options for funding public transportation.

As a result of the Transportation Planning Task Force's work on corridor preservation, Member Smith suggested establishing a pool of funds or revolving loan fund for entities to purchase right-of-way. Chairman Winder concurred that funding long-range right-of-way needs should be addressed. Other recommendations of the Task Force include approval of Board Policy B-12-06, Developments of Significant Transportation Impact; proposed legislation on future acquisitions map; and an administrative solution for multi-jurisdictional planning. Member Combo believes the Task Force was worthwhile and accomplished a number of things. He added that it was beneficial having Senator Bunderson and Representative Kempton participate. Chairman Winder relayed the Task Force's impression that the Board and Department are striving to improve relationships and have a more cooperative and helpful attitude toward the local entities.

Senator Bunderson echoed those comments. Chairman Winder informed the Senator that the Department's size and weight certification was approved by FHWA, and thanked him for his assistance in this area.

Senator Bunderson reported that a concern on the abuse of dealer plates has been mentioned to him. He does not believe these plates should be a business perk for dealers, and asked the Dealer Advisory Board (DAB) to evaluate this issue. The fee for dealer plates is $5.00 and was set 27 years ago. The DAB recommended increasing this fee to $12.00 and revisiting the fee whenever the registration fee is increased. Senator Bunderson believes this should be an ITD bill.

BPIRM Detmar reported on the proposed legislation on bonding for improvements to US-95. Senator Frasure is planning to hold local meetings on this issue in October. The Department is in the process of revising the US-95 Needs Study. Chairman Winder believes the scope of this proposal is too narrow, as it focuses only on US-95. He suggested a statewide approach and inclusion of other corridors in the legislation. Member Combo concurred and added that if additional federal funds are available in the reauthorization, that may hinder support for this legislation. The consensus of the Board was to look at a statewide approach for a bonding proposal.

Outlawing studded tires was briefly discussed with Washington Commissioners at the joint meeting in July. Vice Chairman Mitchell asked staff to consider proposed legislation on this issue.

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

RES. NO. TB97-57

WHEREAS, the Idaho Governor's Office has requested that State agencies submit proposed 1998 legislation to the Division of Financial Management for review and approval; and

WHEREAS, the Idaho Transportation Board at the July 10-11, 1997 meeting approved the 1998 "Legislative IDEA Submittal Forms" as to concept and authorized ITD staff to develop draft legislation for review and approval, prior to submission to the Division of Financial Management.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board approves submittal of the "Legislative Proposal Forms" containing the proposed draft legislation to the Division of Financial Management, and, dependent upon subsequent review and approval by the Division of Financial Management, inclusion as part of the Governor's 1998 legislative package.

Executive Session on Legal and Personnel Issues, Section 67-2345(f) and (b), Idaho Code. At 11:55 AM, Vice Chairman Mitchell made a motion, seconded by Member McClure, to meet in executive session to discuss legal issues with DAG Parry and personnel issues. The motion passed unanimously.

The Board came out of executive session at 1:30 PM. No decisions were made.

Delegation – Canyon County Officials. William Shaw, Director of Development Services for Canyon County, reported that a transportation analysis for the County is being completed. This was the first time officials in the county jointly discussed transportation and land-use issues. The goal is to have a coordinated transportation plan. He requested an audience with the Board during its November meeting to present this plan.

Caldwell City Engineer Gordon Law thanked the Board for the Nampa/Caldwell Boulevard project. The communities appreciate this improved highway. He realizes the need to work with ITD staff on transportation issues, as the local's network intertwines with the state's. Two of the County's priorities are widening I-84 and improving the Franklin Road interchange. Shane Weston, County Planner, mentioned another priority is widening SH-55 south of Nampa. He would like to provide more specific details on these projects in November, as well as information on impacts that the growth in the County will have on transportation.

Chairman Winder thanked the group for the presentation, and stated the Board will try to schedule the delegation during the November meeting.

Disposal of Highway Right-of-Way, District 1. Three years ago Hagadone Corporation, owner of the Coeur d'Alene Resort Golf Course, requested to purchase or trade two pieces of land adjacent to the golf course from ITD. After deliberation the Board denied that request in 1994, partly due to the uncertainty of needed right-of-way for completion of the Centennial Trail. Now that the Trail has been finished, Hagadone Corporation has again approached the District Office with a request to purchase or trade this property.

John Barlow, Hagadone Corporation representative, said the Corporation has a big interest in this property due to safety concerns caused by vandalism, and also because of the landscaping that has been done through an easement. Because parcel 1 is a slope and the disposition of the right-of-way is in question, Mr. Barlow would accept an easement allowing for landscaping, but also including restrictions such as no building on the slope. In response to a question on trading land, Mr. Barlow said yes, the Corporation would be willing to consider a swap, however, at this time, he is not aware of any property that ITD would be interested in acquiring. He added that the Corporation currently has an easement for a fence on parcel 1, which is adjacent to the golf course.

Although Mr. Barlow said there are no current plans to build on parcel 2, Chairman Winder said residential or other development would increase the value of that property. He suggested looking at the potential use and value of that parcel. He asked if Hagadone Corporation would consider a license agreement and Mr. Barlow replied yes, they would consider an easement or license.

Member Smith reiterated the Department's desire to get rid of excess property. If this is excess, he believes ITD should get rid of it, but get the best value. He suggested acquiring an appraisal and obtaining access for the parcel, which would increase its value.

District Engineer Scott Stokes does not see a need to retain the slope, but expressed concern with dispensing of parcel 2. Because that parcel has a lake view, the Department has an obligation to retain the land in public interest. He added that maintenance of that property is also a concern. When the Coeur d'Alene Lake Drive Trail was being developed, a reversionary clause was included that if ITD did not retain the land, it would revert to the previous landowner, according to Member Smith.

The Board asked staff to continue reviewing this issue and prepare a recommendation for a later meeting.

District 1 Changes to the FY98-01 State Restricted (STR) Program. In June the Board asked staff to consider adding a new project to the FY98 STR Program to replace the Frisco Bridge on SH-4. The sufficiency rating of the structure is 31.7. This project was requested so that its removal could be coordinated with the heavy metal cleanup effort scheduled by the Silver Valley Natural Resource Trustees for this summer and fall and during the spring of 1998. The total cost of this project is estimated at $360,000.

Member McHugh made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. TB97-58

WHEREAS, it is in the public's interest for the Transportation Department to accomplish a current, realistic, and fiscally constrained State Funded Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available State Highway funding; and

WHEREAS, the proposed changes to the FY98-01 State Funded Highway Development Program bring the FY98 State Highway Programs within the current available funding levels.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY98-01 State Restricted Program itemized and explained in this agenda item and authorizes staff to make the appropriate changes, and to reflect these changes in the September 97-3 Supplement to the Approved Highway Program.

Highway Development Program Supplement 97-3. This supplement reports the advancement of federally-funded projects in FY97 to fully utilize the FY97 funding available due to redistribution obligation authority, cost savings, and delayed projects; updates the cost of existing projects; and adds emergency Relief Programs 97-2 and 97-3 to the Highway Development Program. HPM Amick reported that Idaho received an additional $2.1 million in redistributed Federal spending authority. Since Supplement 97-2 was presented in June, ITD has received funding for the March and June 1997 flood events in the amount of approximately $12 million.

Member McHugh made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-59

WHEREAS, it is in the public's interest for the Transportation Department to publish and accomplish a current, realistic, and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available Federal and State highway funding; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a 3-year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, the Department has been allocated Federal Emergency relief allocations of $4.5 million for the March 1997 flood event and $8.2 million for the June 1997 flood event; and

WHEREAS, the Department has received an additional $2.1 million in additional obligation authority during the August redistribution by the Federal Highway Administration; and

WHEREAS, the proposed changes in Supplement 97-3 to the FY97-01 Highway Development Program are necessary to fully utilize the FY97 Federal Highway revised funding obligation limitation of $105.7 million.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY1997-2001 Highway Development Program itemized and explained in Highway Development Program Supplement 97-3, as shown in Exhibit 191, which is made a part hereof with like effect, and authorizes staff to make the appropriate changes to the FY97-99 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves projects for two new Emergency Relief Programs included in this Supplement for the March 97-2 and June 97-3 flood events.

Final Recommended FY 1998-2002 Highway Development Program. HPM Amick briefly summarized the proposed changes to the policy for funding Local Programs, Board Policy B-19-10, Local Surface Transportation Program (STP) Funds. As a result of the Transportation Planning Task Force's recommendations, Joe Haynes, LHTAC Administrator, is working with ITD staff on this issue. The concept includes providing more local involvement and control. Local entities would be fiscally responsible for the program, including delayed projects and cost overruns. Mr. Haynes and staff will continue working on this proposal and give a presentation to the Board in November.

HPM Amick presented two scenarios for the National Highway System Program. Member McHugh made a motion to approve scenario #1 which advances the US-2 Dover Bridge project, key 1222, into FY01, advances Stage 1 of the Sandpoint North/South project into FY02, and delays US-30 Soda Springs to Montpelier, key H512, to Preliminary Development. Member Miller seconded the motion and it passed unopposed.

The other Programs were reviewed.

Member Smith made a motion to approve the following resolution with the exception of the Congestion Mitigation/Air Quality (CMAQ) and National Highway System (NHS) Programs. Vice Chairman Mitchell seconded the motion.

Vice Chairman Mitchell expressed concern with the CMAQ Program and believes the Board needs to be more responsible for projects in that Program. Chairman Winder suggested a review of the CMAQ policy and screening process for projects during the November meeting.

Member Miller left the meeting at this time.

Member Smith questioned the two projects in the NHS Program for District 3 totaling $2.6 million for right-of-way contract increases and construction contract increases. He would like to know what specific projects those increases will fund. CE Ross explained the District Engineers are to identify right-of-way and construction cost increases and program for those. Because of these cost increases, other projects are often delayed at the end of the year. HPM Amick emphasized that he needs a list of specific projects which are to be covered with these cost increase projects.

Member Smith amended his motion to approve the NHS Program with the exception of two projects, key #H3C1, right-of-way contract increases, and key H3C2, construction contract increases. Vice Chairman Mitchell approved the amendment and the motion passed unopposed.

RES. NO. TB97-60

WHEREAS, it is in the public's interest for the Transportation Department to accomplish a current, realistic, and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available federal and state appropriated highway funding; and

WHEREAS, it is reasonable to assume that the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 will continue to be utilized until a new Highway Act is passed; and

WHEREAS, the ISTEA of 1991 requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, the projects in the final recommended FY98-02 and Preliminary Development Highway Development Program meet all of the requirements of the 1991 ISTEA for inclusion in the FY98-00 STIP; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the FY98-02 and Preliminary Development Highway Development Program, as shown in Exhibit 192, which is made a part hereof with like effect, as submitted and revised during the September 18-19, Transportation Board meeting with the exception of keys H3C1 and H3C2 in the National Highway System Program and the Congestion Mitigation/Air Quality Program; and

BE IT FURTHER RESOLVED, that Department staff is authorized to include the projects in the approved FY98-02 and Preliminary Development Highway Program in the FY98-00 STIP in accordance with the provisions of the ISTEA of 1991.

FY1998-2002 Statewide Transportation Improvement Program (STIP). As required by United States Code, ITD developed a STIP for all areas of the state. The STIP includes a list of priority transportation projects proposed for the next three years. The list must be in conformance with each Metropolitan Planning Organization's Metropolitan Transportation Improvement Program. The STIP is to be financially constrained by year and include sufficient financial information to demonstrate which projects are to be implemented using current revenues and which projects are to be implemented using proposed revenue sources while the system as a whole is being adequately operated and maintained. All capital and non-capital transportation projects are also to be included.

Because the CMAQ Program is a big part of the STIP, the consensus of the Board was to hold this item until tomorrow's discussion on the CMAQ Program.

Work Session – Planning Process. Division of Transportation Planning Administrator Ray Mickelson outlined the Division's vision and mission. Jim McFarlane, Intermodal Planning Manager provided the history of planning, the evolution of the STIP, the focus of the Intermodal Working Group, and the coordination with Metropolitan Planning Organizations.

The roles and responsibilities of the District Senior Transportation Planners were provided by Sonna Lynn Lewis, District 3. Clair Bowman, Executive Director of APA, elaborated on the collaboration between the two entities. Representatives from the Intermodal Planning, Planning Services, Traffic Survey and Analysis, and Geographic Information Systems Sections each reported on their Section's activities.

The Board thanked the staff for the educational presentation.

WHEREUPON, the meeting recessed at 5:20 PM.

September 19, 1997

The Transportation Board meeting reconvened at 8:05 AM at the Transportation Department in Boise on Friday, September 19. Chairman Winder, Vice Chairman Mitchell, and Members Combo, McHugh, and Smith were present.

Request for Supplemental Agreement, District 1. An off-system emergency relief project, St. Joe River Road to Meadowhurst Road, was a result of a 1996 flood. Because of the emergency nature of the project, time did not allow for solicitation of consultants. Welch, Comer and Associates, Inc. was retained with a work task from the term agreement list with an original agreement for $250,000. Due to unforeseen right-of-way and alignment changes, the scope of the agreement has been increased. Because this would put the agreement over the maximum allowable $250,000, staff requested a supplemental agreement in the amount of $52,365.

Member McHugh made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. TB97-61

WHEREAS, the flooding related to event number 2 in 1996 caused the destruction of the St. Joe River Road; and

WHEREAS, the Local Public Agency had retained the consulting firm of Welch Comer to design the permanent repair work for the dike and adjoining road; and

WHEREAS, the State is providing the match money for this repair work through a special Governor's proclamation from gas tax money; and

WHEREAS, the agreement was written between the State and Welch Comer because the State is the agreement administrator; and

WHEREAS, the work was approved through a work task agreement; and

WHEREAS, the District has requested a supplemental agreement; and

WHEREAS, the original agreement was written for $250,000; and

WHEREAS, the limit for a work task under term agreement is $250,000; and

WHEREAS, supplemental agreements are not allowed on work tasks.

NOW THEREFORE BE IT RESOLVED, that staff will prepare a new work task agreement to Welch Comer for the lump sum amount of $52,365; and

BE IT FURTHER RESOLVED, that the maximum amount for Welch Comer's term agreement be raised from $250,000 to $302,365.

Request for Consultant Services, I-184, District 3. District 3 is requesting to use Centennial Engineering to design the traffic control plans for the Franklin Interchange to Curtis Interchange Stages 1 and 2 and the Wye Interchange Stage 2 projects. Centennial is currently designing the traffic control plans for the Wye Interchange Stage 1 project. Since all of these projects connect, it would be advantageous to use Centennial for traffic control designs on these three projects as well. Utilizing Centennial Engineering from the task agreement list would put them over the maximum allowable amount of $250,000.

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

RES. NO. TB97-62

WHEREAS, projects I-184 Franklin Interchange to Curtis Interchange Stage 1 and 2 and Wye Interchange, Boise, Stage 2 are in the current project development program; and

WHEREAS, the Idaho Transportation Department strives to provide the best passage through construction projects in strict adherence to adopted public convenience clauses; and

WHEREAS, the District is experiencing a work load which impairs its ability to properly design the traffic control through these projects; and

WHEREAS, Centennial Engineering is currently designing the traffic control plans for the Wye Interchange Stage 1 project.

NOW THEREFORE BE IT RESOLVED, that staff will negotiate with Centennial Engineering for the design of the traffic control plans for these projects.

Right-of-Way Permit #6-96-111, District 6. Mr. Woolstenhulme requested a 24-foot residential approach on SH-33 in a Type 1 partial control of access area to establish access to a proposed seven-lot subdivision, seven cabins, a camping area, and a bed and breakfast. He does not have access to his property along the west side from SH-33, only from the old state highway along the east side. No other approaches exist within the 660-foot minimum requirement for Type 1 access control from the proposed location. A gated entry exists in the fence line close to the requested approach that was used to access a materials source during construction of SH-33.

At the Department's direction, Mr. Woolstenhulme obtained an appraisal of the property establishing a value with and without access from SH-33. The property owner's appraiser reported that the new approach added no additional value. ITD's appraisal reviewer determined that the value added by the approach is $27,700.

CE Ross recommended approving the request, however, he asked for the Board's guidance on establishing the value of the approach, requiring the existing gated approach to be removed, and improving the roadway.

Mr. Woolstenhulme said his father was given an easement when the highway was originally constructed, as the road split the property in two. An approach was to be included, however, it was never built.

The consensus of the Board members was that they did not have enough information to make a decision. The deed needs to be reviewed, and more details, including the cost and configuration of widening the road, are to be provided. This item was deferred until October.

Contract Awards. In accordance with Board Policy B-14-06, Vice Chairman Mitchell made a motion, seconded by Member McHugh, and passed unopposed, to approve the following construction contract:

RA-2-2, key R202 – Lenore Rest Area, Nez Perce County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the existing contract rate and the increase previously requested by the current contractor due to federal wage increases. When calculating the engineer's estimate, the cost for garbage services, which will be the responsibility of the contractor under the new contract, was not included. The District recommends awarding the contract.

Low bidder: ABM Janitorial, Moscow, Idaho - $74,400.

Surplus Property and Lease Status Report. The Board reviewed a report of surplus properties sold during the last 10 years, the number of parcels in the process of being sold, a list of income-generating leases and rentals; and a summary of the number of surplus parcels currently in ITD inventory.

Update on Bryden Canyon Project, District 2. Vice Chairman Mitchell reported that the city of Lewiston anticipates bidding this demonstration project in December with construction commencing in March. Due to a miscommunication on the funding issue, the city does not have its match at this time and is considering requesting a letter of credit. The project may be bid in alternates to lower the cost.

Tour of Division of Transportation Planning. The Board toured the Division of Transportation Planning and visited with staff.

Member McClure joined the meeting at this time.

CMAQ Program, Revisited. Although federal law restricts the type of projects funded in the CMAQ Program, Vice Chairman Mitchell believes the Department's policy is too broad. He added that the new transportation bill may include new criteria for this Program. He questioned the inclusion of key #6274, commuteride marketing in Ada County, District 3. Promotion of the commuteride program has been funded previously, but the Board has not seen the results of this activity.

Vice Chairman Mitchell made a motion to approve the FY98 CMAQ Program with the exclusion of key #6274. Member Smith seconded the motion.

Because Idaho does not have a non-attainment area, Mr. Bowman said the federal regulations do not apply. These funds may be used in the STP Program. The referenced commuteride project is in APA's plan to deal with air quality conformity. Because the city of Boise is not in conformity, Mr. Bowman urged the Board to keep key #6274 in the Program.

Mr. Coe stated that these projects went through the planning process and are eligible projects for the CMAQ Program. He also encouraged the Board to approve all of the projects in the CMAQ Program so as not to jeopardize the air quality program.

The motion failed 2-3 with Members Combo, McHugh, and McClure opposing.

Member Smith made a motion to approve the FY98 CMAQ Program as presented. Member McHugh seconded the motion and it passed unopposed.

Employee Service Awards. The Board participated in the employee service awards. Member McHugh provided remarks on behalf of the Board and Vice Chairman Mitchell received a five-year service pin. FHWA Division Administrator Jack Coe also presented the Department an award for its efforts in metrication.

Recognition of Integrated Financial Management System (IFMS) Employees. A number of IFMS team members were introduced to the Board. DDIR Bumsted reported that over one hundred employees throughout the Department and Districts were instrumental in this project. He thanked the Board for its support of this project.

The Board stated that it has been kept abreast of this project from the beginning, including the progress and problems, and has fully supported it. The Board thanked the employees for the hard work and extra time they have dedicated to making the IFMS project a success. Director Bower added his appreciation to the staff for not only working on this transition, but also continuing with their regular duties.

NHS Program, Revisited. DE 3 Loren Thomas presented the Board with a list of projects and anticipated costs to be funded with the right-of-way contract increases project, key H3C1, and with the construction contract increases project, key H3C2.

Member Smith made a motion to approve keys H3C1 and H3C2 in the NHS Program with the caveat that a better system be developed for these types of projects. Member McClure seconded the motion and it passed unanimously.

STIP Revisited. Member Smith made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. TB97-63 WHEREAS, the Transportation Department is required by 23 U.S.C. 134, 23 C.F.R., Part 450 and 49 C.F.R., Part 613 to develop a Statewide Transportation Improvement Program (STIP); and

WHEREAS, the program contains a list of priority transportation projects to be carried out for the first three years of the STIP and is in conformance with each Metropolitan Planning Organization's Metropolitan Transportation Improvement Program; and

WHEREAS, is consistent with the Department's Idaho Transportation Plan; and

WHEREAS, contains only transportation projects found to conform to air quality standards in the Clean Air Act; and

WHEREAS, is financially constrained by year and includes sufficient financial information to demonstrate which projects are to be implemented using current revenues and which projects are to be implemented using proposed revenue sources while the transportation system as a whole is being adequately operated and maintained; and

WHEREAS, contains all capital and non-capital transportation projects; and

WHEREAS, contains all regionally significant projects requiring an action by the Federal Highway Administration (FHWAS) or Federal Transit Administration (FTA); and

WHEREAS, includes sufficient project descriptive material, costs, amount of federal funds proposed to be obligated during each program year, proposed category of federal funds and source(s) of non-federal funds, and identification of agencies responsible for carrying out the projects; and

WHEREAS, includes only those projects that have been selected in accordance with project selection requirements for non-metropolitan areas; and

WHEREAS, was developed in accordance with all applicable federal requirements including adequate opportunity for public involvement and comment.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the FY98-02 Statewide Transportation Improvement Program for all modes (Aeronautics, Bicycle/Pedestrian, Highways, Public Transportation and Rail) as well as Highway Safety and Statewide Projects with changes incurred at the September 18-19, 1997 Transportation Board meeting for transmittal to FHWA and FTA for their review and approval, and use for ongoing public involvement.

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the Metropolitan Planning Organization's Metropolitan Transportation Improvement Programs as mirrored in the STIP.

October 9, 1997

License Plate Reservation Fee. Preparation is underway for the staggered reissue of license plates beginning in 1999. According to Idaho Code, the Department shall implement a plate-number reservation program beginning prior to the 1999 plate issue, and allows for the plate reservation fee to be set by the Board. For previous plate reservation programs, the Board has allowed each county to establish its own reservation fee.

Vice Chairman Mitchell made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-64 WHEREAS, license plates shall be valid for a period of seven (7) years beginning with the date of issuance of new plates; and

WHEREAS, the Transportation Department shall implement a plate-number reservation program beginning prior to the 1999 plate issue and following once every seven (7) years thereafter, for a limited plate-number sequence in each county which chooses to offer a reservation program; and

WHEREAS, Idaho Code 49-443 (2) allow a minimal fee to be determined by the Transportation Board to recover the costs for the reservation of license plate numbers; and

WHEREAS, reservation fees in prior plate reservation programs were left at the discretion of County Assessors, as allowed by prior Board actions.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board authorizes Idaho's County Assessors to set appropriate reservation fees for the plate reservation program beginning August 3, 1998, and ending November 13, 1998.

IDAPA 39.02.70, Rules Governing Restricted Driving Permits and 39.02.72, Rules Governing Administrative License Suspensions. In 1997 legislation reenacted the Administrative License Suspension program, to be effective January 1, 1998. The Division of Motor Vehicles has two administrative rules which contain procedures that are in conflict with the provisions of this law.

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

RES. NO. TB97-65 WHEREAS, the Division of Motor Vehicles (DMV) operates under the provisions of Idaho Code and Administrative Rules (Title 39); and

WHEREAS, 1997 House Bill 284 contains language reenacting the Administrative License Suspension (ALS) program; and

WHEREAS, House Bill 284 takes effect on January 1, 1998; and

WHEREAS, the DMV'S ALS procedures are contained in Administrative Rules IDAPA 39.02.70 and 39.02.72; and

WHEREAS, IDAPA 39.02.70 and 39.02.72 contain procedures that are in conflict with the provisions of House Bill 284.

NOW THEREFORE BE IT RESOLVIED, that the Idaho Transportation Board authorizes DMV staff to proceed with temporary and permanent rule-making to bring IDAPA 39.02.70 and 39.02.72 into compliance with the provisions of 1997 House Bill 284.

Variable Load Suspension Axle Rule Amendment. Per Board request at the July meeting, staff has obtained the industries' input on the proposed rule concerning weighing of prequalified variable suspension axles. The Motor Carrier Advisory Committee proposed a minor change to the amendment, that a carrier's prequalification can only be revoked if the weighment is performed on platform or full length scales. In other words, roving ports of entry could issue a citation but not revoke the prequalification. The representative of FHWA agreed to the modification.

Because of conversations Vice Chairman Mitchell has had with the trucking industry on this issue, he does not believe this rule amendment would solve the problem. He believes legislation is needed, and indicated the industry may pursue that option. DAG Parry stated that this rule will be revisited if legislation is passed.

Vice Chairman Mitchell made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-66

WHEREAS, the Idaho Transportation Department has a duty to enforce the size and weight laws for motor vehicles; and

WHEREAS, the Department has adopted a rule on prequalification of variable load suspension axles. IDAPA 39.03.08; and

WHEREAS, the original rule had no means to revoke a prequalification of a variable load suspension axles.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board adopts the following rule amendment on a temporary basis to be effective on October 1, 1997:

39.03.08
101. Revocation of Prequalification of Variable Load Suspension (VLS) Axles and other Nonliftable Auxiliary Axles.

If Department personnel have reasonable cause to believe that a prequalified variable load suspension axles or other auxiliary axle is carrying a greater weight than is allowed in the prequalification, the weight enforcement official may weigh the variable load suspension axle or other auxiliary axle separate from any other axle in the axles group.

If the gross weight of the variable load suspension axle or other auxiliary axle is greater than the weight in the prequalification, the port of entry inspector may take appropriate enforcement action. If enforcement action is taken utilizing a platformor full length scale certified to standards established by NIST Handbook 44, the prequalification may be revoked.

BE IT FURTHER RESOLVED, that staff is directed to initiate regular rule-making for this amendment.

Legal Issue. DAG Parry asked the Board for direction on the right-of-way issue involving a gravel pit. The consensus of the Board was to proceed to trial.

WHEREUPON, the regular monthly Board meeting officially adjourned at 12:05 PM.

signed
CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
October 10, 1997
Pocatello, Idaho

REGULAR MEETING AND DISTRICT 5 TOUR
OF THE IDAHO TRANSPORTATION BOARD

October 9-10, 1997

The Idaho Transportation Board meeting and District 5 tour officially convened at 2:30 PM, on Thursday, October 9, in Blackfoot, Idaho. The following principals were present:

Charles L. Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member – District 1
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member – District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Brent Frank, District 5 Engineer
Bryant Brown, Assistant District 5 Engineer

Senator Lin Whitworth was also in attendance.

Delegation – City of Blackfoot. Blackfoot Mayor Scott Reese welcomed the Board to Blackfoot. He said the city would like to work with ITD to improve the intersection of Ridge

Street and US-91. Because that intersection is not perpendicular, there are numerous accidents at that location. Mayor Reese commended the Department for raising the interstate north of Blackfoot to prevent future flooding of the route. The Rose Road overpass, which collapsed during the June flood, will be rebuilt with Emergency Relief funds, however, the city would like an interchange added. Other transportation priorities include a Rose Road intersection with US-91 in conjunction with the city's new north bypass, additional entrances and exits to Bergener, and improvements to the Meridian and Bridge intersection along with an ITD traffic study.

Bingham County Commissioner Wayne Brower suggested moving the Rose Road overpass south, so it would not be as susceptible to flooding. Rebuilding at the current location is not the local officials' preference, however, due to time and financial constraints, they conceded to that decision. The present interchange north of Blackfoot is inadequate to handle the modern agriculture equipment and bigger trucks, according to City Councilman Farrell Cammack. Mayor Reese believes an interchange should be designed as part of the project to rebuild the Rose Road overpass, but to be constructed at a later date.

Member McClure reported that the Department has partnered with private businesses in other parts of the state for infrastructure improvements. He asked if that option has been considered. Although a public/private partnership has not been contemplated, Mayor Reese said that alternative will be explored.

CE Ross told the delegation that state funds cannot be used on non-state routes. If federal funds are used for an interchange, the local jurisdictions would need to provide the match. Additionally, that project would compete for funds with projects throughout the state. He added that constructing an interchange is a time-consuming process, however, the Department is willing to work with the city on this proposal.

Earlier this summer, DE Frank met with local officials to discuss rebuilding the Rose Road overpass. Because the consensus was to only rebuild the Rose Road overpass and at its previous location, the Department proceeded on this course. DE Frank requested that staff be notified as soon as possible if this direction has changed, as the consultant agreement has almost been finalized on this project.

Public Works Supervisor Gary Chaffin concurred with DE Frank's remarks and recommended expediting the reconstruction of an overpass, but would like the option to construct an interchange in the future. Bingham County Commissioner George Katseanes agreed and, due to funding limitations, realizes an interchange may not be built for some time.

Chairman Winder suggested the local officials discuss this issue further and notify the District Office of its recommendation. The Board thanked the delegation for the comments.

Prior to the meeting, the Board members had an opportunity to travel I-15 north of Blackfoot. They viewed the Rose Road overpass site and where I-15 was recently raised approximately six feet to prevent future flooding of the route.

The Board traveled to Pocatello via I-15 south.

WHEREUPON the meeting recessed at 4:10 PM.

October 10, 1997

The Transportation Board meeting reconvened at 8:10 AM at the District 5 Office in Pocatello on Friday, October 10. All members were present. Senator Whitworth was also present.

September 17-19, 1997 Board Minutes. Member Combo made a motion, seconded by Member McHugh, to approve the minutes of the Board meeting held on September 17-19, 1997, as corrected. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
November 20-21, 1997 – Boise
December 18-19, 1997 – Boise
January 15-16, 1998 - Boise
February 19-20, 1998 – Boise
March 19-20, 1998 - Boise

Consent Calendar. Member McHugh made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. TB97-67 *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board has has received and reviewed the administrative settlements for right-of-way acquisition; the new and supplemental professional agreements report; the contract awards; and the Idaho Transportation Department funds.

1) Administrative Settlements for Right-of-Way Acquisitions. From July 1, 1997 through September 30, 29 parcels were processed, five of which had administrative settlements, or 17%.

2) New and Supplemental Professional Agreements Report. The Consultant Administration Unit processed $844,718 in new agreements and supplementals between August 1, 1997 and September 24.

3) Contract Awards. The Board acknowledged action on the following construction bids in accordance with Board Policy B-14-06:

ER-4716(102), key 6865 – Seven Mile Creek Pipe Replacement, SH-162, Idaho County, District 2. Low bidder: M.L. Albright & Sons Inc., Lewiston, Idaho - $319,424.85.

STR-5180(602), key 6604 – Rathdrum to US-95, SH-53, Kootenai County, District 1. Low bidder: Coeur d'Alene Asphalt, Inc., Dalton Gardens, Idaho - $550,542.61.

STR-2790(605), key 6201 – Acequia to 500 East Road, SH-24, Minidoka County, District 4. Low bidder: Hunziker Construction Company, Pocatello, Idaho - $234,462.35.

STR-2390(663), key 6641 – Twin Falls-Addison Avenue, West to North, US-93, Twin Falls County, District 4. Low bidder: Idaho Sand & Gravel Company, Nampa, Idaho - $203,531.45.

STR-6290(603), key 5947 – Boise County Line to Vader Creek, SH-21, Custer County, District 6. Low bidder: Boise Paving and Asphalt Company, Boise, Idaho - $743,035.33.

IM-84-1(036)36, key 7107 – Nampa to Meridian, I-84, Ada and Canyon Counties, District 3. Low bidder: Idaho Sand & Gravel Company, Nampa, Idaho - $973,422.50.

STS-5110(625), key 5897 – Intersection Alderson Lane, Bonners Ferry, US-95, Boundary County, District 1. The low bid was more than ten percent over the engineer's estimate, requiring justification. Unit prices for the engineer's estimate were significantly inflated because of the small quantities on this project. The assumed reason for the high bid is little interest in bidding this project due to significantly increased heavy construction in the region and the lateness of the advertisement of this project. Because it is too late in the construction season for this project to be constructed this year, staff recommends rejecting the lone bid and readvertising for construction in the spring of 1998.

STKP-1633 and STKP-1634, keys 7004 and 7005 – Priest River and Dickensheet Stockpiles, Bonner County, District 1. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the assumption that the anti-skid material would be produced by screening and adding salt to the primary material in source Br-88s. The unit price for the sanding material was based on the cost of a previous bid where the sanding material was produced as a byproduct of a larger product. The special provisions have been revised to include a contractor-furnished source and crushing production of the sanding materials. The engineer's estimate has been adjusted to reflect these revisions. The District recommends rejection of the bids and the readvertising of this project based on the revisions required for production of the sanding materials.

STP-84-1(031)35, key 5765 – Nampa Boulevard Interchange to Franklin Boulevard Interchange, Nampa, I-84, Canyon County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The city of Nampa requests that this bid not be awarded because the bid was over the estimate and due to budget constraints of the city. The city requested that the project be modified by removing the stamped concrete along the road edge, the new curb cuts, pavers, and sidewalk improvement from the ramps to the decorative retaining wall next to the structures. This would reduce the project to the level that the city could provide its share.

ER-5170(103), key 6375 – Peterson Hill Washout, SH-3, Kootenai County, District 1. The low bid was more than ten percent over the engineer's estimate, requiring justification. The District recommends rejection of the bid and re-advertisement at a later date for the following reasons: bid prices were based on a similar-sized emergency relief project bid in the spring of 1997, so the engineer's estimate appears valid; the contractors in the area are presently bidding higher and contractors which normally would not bid on roadway work are bidding because of the high availability of work; and a larger emergency relief project in the area is to be bid this winter. The contractor who is awarded the large emergency relief contract may be able to submit a very competitive bid for this project.

4) ITD Funds. Per Board request at the July work session, a description of the Department's funds was provided, along with the sources and uses.

Board Policy B-38-01, Coordination with the Idaho Traffic Safety Commission. These new Board and Administrative Policies cover the Department's and Director's responsibility and further identifies the Traffic Safety Commission's objectives, number of meetings, travel expenses, membership, and the term of service for the members. The term of service has been modified from a three-year term to a four-year term of service, with the option of two one-year extensions to the original term of service to maintain a more viable membership.

The consensus of the Board was to hold this item until the November meeting for clarification of the one-year extensions and how this change impacts the current membership.

Board Items. Vice Chairman Mitchell revisited the two FY98 projects in District 3 for a total of $2.6 million for increased right-of-way and construction costs, which the Board approved

last month. In the future, if all Districts program such projects, he asked if there will be a special statewide pot of funds for these projects, or where these funds will come from.

CE Ross responded that each District has a targeted amount of money and these projects for increased costs will come out of each District's targeted amount. He added that each District is responsible to cover its own overruns.

As part of last year's District 5 Tour, the Board met with officials from the City of Shelley to discuss a proposal to build a connector road that will connect the New Sweden Highway with US-91. The Department plans to widen US-91 and suggested constructing the connector road at that time. Member Miller relayed that the city has recently been instructed to work with the county on funding for the project.

Member McHugh reported that Member Miller, Director Bower, Secretary to the Board Higgins, and he reviewed four proposals for the development and implementation of an employee survey. Last week they held a conference call with Greg Smith with Idaho Consulting International to further discuss his proposal, which is estimated at $10,850, +/- 10%. A draft survey would be prepared for the Board's review at its December meeting with the final survey to be presented to the Board for approval in January. The recommendation was to hire Idaho Consulting International for this survey. A draft agreement was prepared for the Board's review.

Member McHugh made a motion to offer Idaho Consulting International the contract for the development and implementation of an employee survey. Member Smith seconded the motion and it passed unanimously.

Member Smith reported on controversy in the Wood River Valley due to the Board not funding the SH-75 corridor study. He is aware of plans by the Director for highway improvements in this area, and said the community should be notified of the plans. Director Bower is working on this issue and will bring a recommendation to the Board.

Member Smith reiterated the need to have highway projects designed, ready to go, particularly in hopes of receiving additional funds in the reauthorization of ISTEA. He encouraged early completion of the design of projects statewide. Chairman Winder requested a history of projects that have been advanced when additional funds, such as redistribution of obligation authority or cost savings, have been received.

Director Bower said the Department is striving to have projects ready for advertisement. CE Ross said over $50 million in emergency projects were handled by staff during the past year, delaying the work on projects in the Highway Development Program. Director Bower added that staff's work load was also increased by the latest fuel tax and registration fee increase, which generates approximately $24 million more for highway and bridge projects. In addition to ITD reducing its full-time equivalent positions by 100, he believes staff is doing an exceptional job handling all of the projects.

Director's Report. The FY98 appropriations bill for US DOT came out of the Conference Committee this week with an obligation ceiling of $21.5 billion for highways. Both

houses will vote on the bill. In the interim, there is no appropriations bill. Congress did, however, institute a continuing resolution for 23 days, resulting in approximately $6.8 million in obligation authority for the current year. As there is no new authorization, any additional obligation authority will have to be linked with any unobligated balance that is a carryover from prior years. ITD's projected carryover available for FY98 is just over $50 million. Consideration will be given to Programs such as Metropolitan Planning and State Planning and Research, as the Metropolitan Planning Organizations (MPOs) rely on these federal funds. Director Bower stated that some employees in the Division of Transportation Planning are funded with federal funds. The consensus of the Board was for the Director to review all of the factors and handle the obligation authority in the method best for the state.

As a result of the Board's action last month to approve only the FY98 projects in the CMAQ Program, the Statewide Transportation Improvement Program (STIP) does not reflect some of the projects programmed in the MPOs' Transportation Improvement Programs (TIPs) and, as such, cannot be approved in its current form for the Ada Planning Association and Bannock Planning Organization metropolitan areas. Via letter, Jack Coe reported that FHWA cannot approve the STIP until the TIPs are consistent with the STIP.

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

RES. NO. TB97-68

WHEREAS, Federal regulations, 23 CFR Section 450.324 establishes that the Metropolitan Planning Organizations (MPOs) are responsible for developing their Transportation Improvement Programs (TIPs) in cooperation with the state and public transit operators, and 23 CFR Section 450.216 establishes that the MPO area TIPs shall be included without modification in the Statewide Transportation Improvement Program (STIP); and

WHEREAS, 23 CFR Section 450.216 also states that projects in the STIP beyond the first three years are considered to be for informational purposes only, it has been determined that the above described need for consistency between the STIP and its included TIPs should be limited to the first three years of these respective programs; and

WHEREAS, at the September 1997 Transportation Board meeting, the first year, fiscal year 1998, projects of the Congestion Mitigation/Air Quality Program were included in the approved STIP, leaving the first three years of the STIP and MPO TIPs inconsistent.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Highway Development Program Supplement 98-1, as shown as Exhibit 193, which is made a part hereof with like effect, which adds CMAQ projects for FY99-00 in the Ada Planning Association's and Bannock Planning Organization's metropolitan planning areas, as presented in their respective TIPs, for inclusion in the FY98-02 STIP; and

BE IT FURTHER RESOLVED, that the FY98-00 STIP, as modified by Supplement 98-1, now mirrors the MPO TIPs proposed to the Board in September 1997 and the Board approves those TIPs.

The problems with the Integrated Financial Management System seem to have been resolved and the new system should go live on November 1, according to Director Bower.

The financial statement through September 30 was presented. Member Smith made a motion that the Board has received and reviewed the financial statement through September 30. Member McClure seconded the motion and it passed unanimously.

Director Bower announced the Presidential nomination of Ken Wykle to serve as the Federal Highway Administrator and Gloria Jeff as the Deputy Federal Highway Administrator. US Senate confirmation is required prior to taking office.

Statewide, 45% of the Ida-Shields have been installed. This program is expected to be completed by May 1998.

Presentation of Awards. Melisa Ridenour, ADA/Program Development Engineer with the FHWA Division Office, presented District 5 a design excellence award. The award recognizes the US-91, Red Rock overpass project, which incorporated the design with the environment, and the I-15 Lava Beds Rest Area for its uniqueness. Ms. Ridenour also presented Bill Aller, Bannock County, an environmental excellence award for reducing the PM10 level.

Legislative Proposal to Increase Dealer Plate Fees. Last month Senator Hal Bunderson reported on a constituent's concern regarding the use of dealer plates as a perk enjoyed at the taxpayer's expense. The dealer plate and renewal fee has been $5.00 for about 27 years. The Senator asked the Department to research the rate of growth of passenger vehicle registration fees and the consumer price index over the same period. Last month Senator Bunderson presented the information to the Dealer Advisory Board, asked that the DAB support an increase in dealer plate and renewal fees, and recommended the Transportation Department include this bill in its 1998 legislative package.

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

RES. NO. TB97-69 WHEREAS, the dealer plate and renewal fee has been $5.00 per year for approximately 27 years; and

WHEREAS, the Department determined that passenger registration fees have increased 240% and the consumer price index has increased more than three-fold over the past 27 years; and

WHEREAS, the dealer plate and renewal fee should maintain a corresponding relationship with passenger registration fees; and

WHEREAS, an increase from $5.00 to $12.00 per plate mirrors the 240% increase in passenger registration fees in the past 27 years; and

WHEREAS, the Dealer Advisory Board voted to support the increase from $5.00 to $12.00 per plate.

NOW, THEREFORE, BE IT RESOLVED, that the Idaho Transportation Board approves the draft proposed legislation and authorizes the Department to submit it to the Division of Financial Management (DFM) and, dependent upon subsequent review and approved by DFM, for inclusion as a part of the Governor's 1998 legislation package.

Mandatory License Suspension Legislation – Driving Under the Influence (DUI) Related. When an individual is convicted of certain DUI offenses, there is a mandatory suspension of that individual's driving privileges that is to be imposed. The law currently provides that the suspension is to begin upon the individual's release from imprisonment or confinement.

Presently, the Department is not able to determine or gain information as to when an individual is released from imprisonment or confinement. As a result, some individuals are not suspended as ordered by the court. Rather, sometimes the suspensions are commencing prior to the individual's release and a portion of the suspension period occurs while the individual is still incarcerated. Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar reported that Chief Justice of the Idaho Supreme Court, the Honorable Linda Copple-Trout, requested ITD take action to correct this problem.

Member Smith questioned the Department's sponsorship of the bill, as it appears to be more under the purview of the Department of Law Enforcement or the Attorney General's Office. BPIRM Detmar explained that ITD has the administrative responsibility of suspensions, and it is sometimes difficult to know when a suspension starts. She believes this legislation will provide clarification and will be helpful. Because Chief Justice Copple-Trout requested this legislation, Vice Chairman Mitchell believes the court system should provide support by either co-sponsoring the legislation or providing testimony.

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

RES. NO. TB97-70 WHEREAS, the Chief Justice of the Idaho Supreme Court has requested that the Idaho Transportation Department find a solution to the difficulties encountered in administering suspensions of driving privileges that are ordered to commence upon an individual's release from incarceration; and

WHEREAS, the Idaho Transportation Department has proposed legislation prepared by the Attorney General's Office to allow for the more effective administration of such suspensions.

NOW THEREFORE BE IT RESOLVED, that upon review and approval and with indication of support in terms of sponsorship and testimony by court

administration or chief justice that the Idaho Transportation Board approves of the proposed legislation and recommends that the proposed legislation be submitted to Division of Financial Management for review.

Proposed Legislation on Studded Tire Restrictions. Under current ITD rule, studded tires are allowed between October 1 and April 15 on Idaho roads. Studded tires wear down pavements at much greater rates than do other types of tires. Because of the detrimental effect of studs on pavement, a number of states have banned the use of studs. An estimate of pavement damage due to studded tires in Idaho is currently being researched. Maintenance Engineer Clayton Sullivan is on an FHWA Region 10 study group reviewing this issue, and BPIRM Detmar said the group should have a recommendation next year.

Vice Chairman Mitchell obtained information on this subject from Minnesota and Oregon through the Internet. He provided the documentation to staff for review.

Member Smith made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. TB97-71

WHEREAS, the Idaho Transportation Board at the September, 1997, Board meeting requested that ITD staff study the damage being done to Idaho highways through the use of studded tires; and to submit a concept for legislation to deal with this issue to the Transportation Board for review prior to drafting legislation; and

WHEREAS, pavement damage done by conventional studded tires can be shown on some Idaho highways; and

WHEREAS, lightweight studs can reduce pavement wear caused by studs up to 50%; and

WHEREAS, lightweight studs provide the same stopping distance and last as long as conventional studs; and

WHEREAS, there may be no cost difference for consumers between lightweight and conventional studs; and

WHEREAS, a graduated stud weight based on tire size is proposed:

Passenger vehicle tires < 1.1 grams
Light truck tires < 1.3 grams
Commercial truck tires < 3.0 grams; and

WHEREAS, a grace period to July 1, 2000 would be allowed before retailers are required to sell the lightweight studs; and

WHEREAS, the Idaho Governor's Office has requested that State agencies submit proposed 1998 legislation to the Division of Financial Management for review and approval.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board approves the development by ITD staff of draft legislation based upon the concept as submitted, and, dependent upon subsequent review and approval by the Transportation Board.

Bonding for Highway Projects. Per the Board's request, a list of projects appropriate for a statewide bonding proposal was presented. BPIRM Detmar stated the group first identified nine corridors statewide, then listed specific projects.

A proposed bond of $400 million for 15 years was reviewed along with possible options to service the debt. The scenario could be modified for any amount and time frame.

In response to whether projects were selected based on population, BPIRM Detmar said no. If a bonding proposal is presented to the citizens, Vice Chairman Mitchell believes major projects need to be in areas where the majority of voters are.

Member Smith expressed concern with endorsing a bond proposal. He believes the Board should stay out of this political issue because of the Board's oversight for transportation statewide. He suggested using the current Highway Development Program to advance projects, rather than develop a different list of projects.

Chairman Winder believes the Department needs a way, with public support, to fund improvements to the infrastructure. The Board needs to plan ahead and consider ways to fund the backlog of highway needs. He realizes staff devoted a lot of time and effort to this list and he asked if the Board wants to pursue and support the proposed bonding legislation.

Director Bower stated that the Board will be presented a list of projects in November that they will be asked to prioritize in anticipation of additional federal funds. He said more time needs to be devoted to this issue.

Vice Chairman Mitchell questioned the statewide support for a bonding proposal. Senator Whitworth does not foresee strong support for this proposal.

Member Miller said the Board should focus on a list of needs by the highest priority on a statewide basis. Projects need to be selected based on merit and need. Senator Whitworth concurred and added that a list of projects, prioritized by need, would be helpful to him.

Chairman Winder agreed that a statewide approach is needed, and a list should be formulated based on the top priorities and also based on the Highway Development Program. The Preliminary Development projects also need to be addressed.

The consensus of the Board was to develop a list of statewide projects to advance if additional money is received. The Board thanked staff for its efforts on this issue.

Criteria for Pilot Projects Involving Increased Weights. Regarding increasing vehicle weights, Chairman Winder said he does not support increasing weights to 129,000 pounds, as

stated in the pilot project criteria, but would support 118,000 pounds as proposed by CANAMEX. Chairman Winder left the meeting at this time, and Vice Chairman Mitchell presided.

Traffic Survey and Analysis Manager Glenda Fuller reported that in 1996 the Board was asked by Governor Batt to assemble a task force to study issues concerning the different modes of transportation within and through Idaho. This task force concluded its study by making numerous recommendations for improving transportation efficiency among these modes. One of the recommendations laid the groundwork for the Department to provisionally approve demonstration projects allowing truck weights on non-interstate routes in Idaho to be increased even though limits on the interstate highways remain frozen at 105,500 pounds gross vehicle weight.

In July the Board asked that criteria be established for how a pilot project would look. The draft criteria was sent to the Intermodal Commercial Freight Task Force and Idaho State Police for comments. The Local Highway Technical Assistance Council also received a copy. Upon approval of the pilot project criteria, staff will conduct a statewide assessment of the state highway system, and by applying the criteria will identify potential candidate routes for Board consideration as a pilot project. Also, the criteria will be used in the review and Board approval of any specific requested routes. In all cases there needs to be close coordination with local governments having road jurisdiction concerning the potential impact on local roads. Ms. Fuller also stressed that any increase in weight limits will require legislative action, except on interstates, which require federal action.

Vice Chairman Mitchell commented that the weight limit could be addressed when a specific route is identified, depending on the location. For example, because Wyoming's limit is 117,000, if US-30 from McCammon to the Wyoming line is considered for a pilot project, the weight limit could be 117,000.

Member McClure made a motion, seconded by Member McHugh, and passed unopposed, to approve the following resolution:

RES. NO. TB97-72

WHEREAS, the Idaho Transportation Board did request criteria be developed for use in evaluating candidate routes for increased vehicle weights on Idaho's highway system; and

WHEREAS, Idaho Transportation Department staff developed draft criteria; and

WHEREAS, the draft criteria was circulated to members of the Idaho Transportation Board and to members of the Intermodal Commercial Freight Task Force between August 26, 1997 and September 22, 1997; and

WHEREAS, the Idaho Transportation Department staff incorporated as many recommendations as possible into the final version of the criteria; and

WHEREAS, Idaho legislative action is necessary to increase weight limits on non-interstate highways above the current 105,500 pounds; and

WHEREAS, U.S. Congressional action is necessary to increase weight limits on the interstate highways above the current 105,500 pounds.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the proposed Pilot Project Criteria for use by the Transportation Department in evaluating potential routes on a statewide basis and specific requests for increased weight limit pilot projects on the state highway system.

Executive Session on Legal and Personnel Issues, Section 67-2345(f) and (b), Idaho Code. At 11:55 AM, Member McClure made a motion, seconded by Member Miller, to meet in executive session to discuss pending litigation on condemnation cases and personnel issues. The motion passed unanimously

The Board came out of executive session at 12:40 PM. No decisions were made.

Right-of-Way Permit #6-96-111, SH-33, District 6. Last month the Board was presented with Mr. Arnold Woolstenhulme's request for a 24-foot residential approach on SH-33 in a type 1 partial control of access area. The Board deferred action on this item until it obtained more information. Since that meeting, CE Ross learned only six or seven lots would be developed at this time. Because not as much traffic will be generated as earlier estimated, CE Ross no longer recommends Mr. Woolstenhulme be responsible for widening the highway. However, he would still like guidance on the value of the access.

If the other lots are developed in the future, Member McClure asked if the property owner could be required to widen the road at that time. CE Ross responded that a traffic impact study could be performed to determine the necessary improvements.

Arnold Woolstenhlume thanked the Board for reviewing this issue and also expressed his appreciation for the withdrawn recommendation to widen the highway at this time. Sharon Woolstenhulme added that they would be willing to review the issue of widening the highway in the future after additional lots are developed.

Member Smith made a motion, seconded by Member McClure, and passed 5-0 with Member Combo abstaining, to approve the following resolution:

RES. NO. TB97-73

WHEREAS, Mr. Arnold Woolstenhulme requests a residential approach at Station 194+30 Lt. on SH-33; and

WHEREAS, access on SH-33 in this location is Type I partial control; and

WHEREAS, the property has access to a county road and would require construction of a bridge; and

WHEREAS, the developer was told access was granted with certain conditions; and

WHEREAS, the developer has obtained his own appraisal and established a $0 value for the appraisal; and

WHEREAS, the Idaho Transportation Department has reviewed the appraisal and found a value of $27,000.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board grants access to SH-33 at Station 194+30 Lt. and establishes a value of $2,000; and

BE IT FURTHER RESOLVED, that the developer be required to remove the gated approach on SH-33 at Station 196+50 Lt.; and

BE IT FURTHER RESOLVED, that the developer be required to construct the approach to standards established by the District for rural roads; and

BE IT FURTHER RESOLVED, that if in the judgment of the District Engineer, traffic safety is impacted by the access, a Traffic Impact Study will be completed, and, if deemed necessary, the petitioners will construct required improvements to the highway. This agreement shall be recorded in the land deed for future reference.

Vice Chairman Mitchell welcomed Senator Evan Frasure to the meeting.

Delegation - Pocatello Businesses, Regarding Demonstration Project DPC-0031(001), key 5311, I-15, Clark Street Interchange to Pocatello Creek Interchange, District 5. DE Frank summarized this demonstration project which is to relieve congestion in the Pocatello area. Part of this project involves constructing a raised median curb on Pocatello Creek Road. He emphasized that the project does not restrict access to property, just prohibits left turns to increase capacity of Pocatello Creek Road.

Area businessman Curt Hansen reported that approximately 30 members of the Greater Pocatello Lodging Association met yesterday to discuss this project. He requested that the Department reconsider its plans for the raised median. He was told that during peak hours, the high volume of traffic will limit left turns, so he suggested leaving the street as is and letting the traffic handle that problem. He added that there is only a congestion problem about 45 minutes during the day.

Grant Dahlstrom, General Manager of the Best Western CottonTree Inn, suggested leaving the traffic flow as it currently is and after the I-15 on- and off-ramps are completed, the raised median proposal could be revisited. Senator Frasure said he lives in the vicinity, and believes there is a left-turn problem only about 30 minutes each day. He expressed his opposition to the raised median. Ken Beaudreau, Corporate Director of Sales and Marketing for Ameritel Inns, Inc., realizes the impact that growth has on the infrastructure and that improvements need to be made. He said the business community would like to be involved and

help develop solutions. A number of other area business representatives spoke in opposition to the raised median. Mayor Peter Angstadt also stated his objection to the raised median at this time and believes this issue could be revisited later.

DE Frank reported that at an earlier meeting with the delegation and city officials, it was agreed to have the consultant review this issue. Due to severe traffic congestion and confusion due to lane changes, the consultant believes the current design is the best option. Although the need to access businesses is recognized, access is still provided. DE Frank added that his recommendation is to construct the raised median as planned so as not to compromise safety.

Director Bower suggested the city provide guidance on this issue. The Board thanked the delegation for the comments.

Rose Road Overpass. Member Miller reported that the Bingham County Commissioners faxed the Board a letter regarding the replacement of the Rose Road overpass. The Commissioners requested this issue be held for a week to allow the local officials to consider additional funding sources for a new location that could accommodate an interchange with the overpass.

Delegation – Park Price, III, Dealer Advisory Board (DAB). Mr. Price expressed his pleasure with the good relationship the DAB has with the ITD staff. The two groups can share ideas, discuss problems, and resolve issues in a cooperative spirit. He reported on the accomplishments of the DAB during FY97. The electronic lien transfer is progressing well. This system will save dealers considerable time and reduce postage, handling, and paper costs. He added that Idaho is one of the leading states in this area. The DAB was instrumental in compiling a Consumer Protection Contact List of government agencies who can help resolve problems with dealers. A schedule of discipline for dealer/salesman violations was formulated and adopted by the DAB in response to the need to have a uniform progressive discipline policy for dealers and salesmen. Mr. Price also stated the DAB's support for legislation to increase the dealer plate fee.

Vice Chairman Mitchell thanked Mr. Price for the update on the DAB's activities.

Increased Speed Limit Study. In November 1995, Congress enacted the National Highway System Designation Act, which among other provisions, repealed the national maximum speed limit law. In 1996 Idaho passed legislation allowing a maximum speed limit of 75 miles per hour on rural interstates and 65 mph on urban interstates and other Idaho highways. The Board received a twelve-month report, covering the period May 1996 through May 1997.

Assistant District 3 Engineer Greg Laragan, former Traffic Engineer, reported that it is too early to draw conclusions on the impacts of the changed speed limit. Several factors for this include speed and accident data for the first year after a major speed limit change may not be truly indicative of a trend because of the adjustment in driving behaviors that occurs over time, some speed limit signs were not changed until 1997, and only one year's information is being reviewed, which is insufficient to know if the trends from this year will continue.

The Board thanked ADE Laragan for the informative presentation.

Project Status Update, Demonstration Project – Montpelier to Geneva, US-89, Keys 5311 and 5312, District 5. DE Frank reported that the environmental work is almost complete, with the Environmental Protection Agency wanting near final wetland mitigation plans. This project impacts 9.2 acres of wetlands at 39 separate locations. The Department owns property where new wetlands could be developed, however, EPA has not accepted this proposal yet.

Other progress includes completion of a land survey by the Bureau of Land Management to resolve old fraudulent section corners, the right-of-way plans are half finished, and the final design is awaiting approval. The schedule is to submit final plans in the fall of 1998 or 1999.

WHEREUPON, the regular monthly Board meeting and tour of District 5 officially adjourned at 3:10 PM.

signed
CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
November 20, 1997
Boise, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 20-21, 1997

The regular session of the Idaho Transportation Board meeting convened at 8:05 AM, on Thursday, November 20, in Boise, Idaho at the Transportation Department. The following principals were present:

Charles L. Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
Monte C. McClure, Member - District 3
Neil Miller, Member - District 5
John X. Combo, Member - District 6
Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Steve Parry, Deputy Attorney General
Jack Coe, Division Administrator – Federal Highway Administration

October 9-10, 1997 Board Minutes. Member Combo made a motion, seconded by Member Miller, to approve the minutes of the Board meeting held on October 9-10, 1997, as corrected. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
December 18-19, 1997 – Boise
January 15-16, 1998 - Boise
February 19-20, 1998 – Boise
March 19-20, 1998 -

Consent Calendar. Member Combo made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-74 *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves Board and Administrative Policy B-14-08 and A-14-08, movement of Utilities and Administrative Rule 39.03.43 Governing Utilities on State Highway Right of Way; crossing #662568N status change private to public, District 1; and request for consultant services, I-84, Blacks Creek Rest Area, District 3; and has received and reviewed the contract awards; the new and supplemental professional agreements report; the planning survey summary; the Motor Carrier Audit Unit annual report; and the financial statement.

1) Board and Administrative Policy B-14-08 and A-14-08, Movement of Utilities and Administrative Rule, 39.03.43, Rules Governing Utilities on State Highway Right of Way. These policies and rule were updated to correct personnel titles and references.

2) Crossing #662568N Status Change Private to Public, District 1. The U.S. Forest Service (USFS) uses this crossing as private access to the Moyie River. The USFS now wishes to build an interpretive center and change the crossing from private status to public status. The USFS is addressing the approach to the county road and sight distance restrictions at the railroad crossing.

3) Request for Consultant Services, IM-IR-84-2(032)62, Key 0416, I-84, District 3. The District requested approval to contract with Earth Tech as the consultant to design the buildings, redesign the parking areas, and improve the on and off ramps for the Blacks Creek Rest Area south of Boise. This agreement would be over the $250,000 maximum for all the work under this agreement, requiring Board approval.

4) Contract Awards. The Board acknowledged action on the following construction bids in accordance with Board Policy B-14-06:

STKP-1633 and STKP-1634, keys 7004 and 7005 – Priest River and Dickensheet Stockpiles, Bonner County, District 1. Low bidder: Interstate Concrete & Asphalt, Sandpoint, Idaho - $138,600.

STR-4110(638), STR-4110(652), and STR-4110(647), keys 6158, 6879, and 6623 – Moscow to Viola, Viola Turn Bays, and Top of Crook's Hill to Potlatch, US-95, Latah County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - $2,897,015.57.

ER-4805(100), key 6383 – Cedar Ridge Road Flood Repair, Latah County, District 2. Low bidder: Latah Tree Farms & Construction, Inc., Moscow, Idaho - $413,270.30.

ER-4782(101), key 6407 – Grangemont Road, Clearwater County, District 2. Low bidder: Deatley Company, Inc., Lewiston, Idaho - $321,580.28.

BRS-4750(101), key 0806 – Orofino Bridge, Clearwater County, District 2. Low bidder: Morgen & Oswood Construction Company, Inc., Great Falls, Montana - $2,754,269.80.

ST-3110(620), key 7021 – South Cambridge Drainage Pipe, Washington County, District 3. Low bidder: North American Construction Inc., Caldwell, Idaho - $51,248.

STP-3270(102), key 5763 – Cascade Bike Path, Valley County, District 3. Low bidder: Allied Construction Inc., Boise, Idaho - $99,498.85.

STP-NH-F-3111(051), key 4463 – Homedale Alternate Route, US-95, Owyhee County, District 3. Low bidder: Western Construction, Inc., Boise, Idaho - $1,077,721.74.

STP-3260(100), key 5753 – Emmett Bike Lanes, Gem County, District 3. Low bidder: Boise Paving and Asphalt Company, Boise, Idaho - $336,750.24.

ER-3290(106), key 6901 – SH-21, North of Idaho City to North of Lowman, Boise County, District 3. Low bidder: Western Construction, Inc., Boise, Idaho - $513,154.40.

SBID-6350(105), key 6182 – Yankee Fork Interpretive Center, US-93 and SH-75, Custer County, District 6. Low bidder: Wellard Construction, Salmon, Idaho - $47,900.

ER-15-2(061)93, key 7108 – Danskin Canal Dike Repair, Bingham County, District 5. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - $262,768.

STP-7031(100), key 5411 – Intersection of Hawthorn and Siphon Road, Bannock County, District 5. Low bidder: Bannock Paving Company, Pocatello, Idaho - $155,003.40.

CM-0300(130), key 6541 – North Harrison Avenue, Pocatello, Bannock County, District 5. Low bidder: Bannock Paving Company, Pocatello, Idaho - $33,672.40.

IM-15-2(053)89, key 6215 – South Blackfoot Interchange to West Blackfoot Interchange, I-15, Bingham County, District 5. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - $889,773.75.

STP-7866(100), key 5963 – South Rexburg Arterial, Stage 1, Madison County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - $638,475.50.

STPG-3300(100), key 5725 – West 2nd North, Rexburg, Madison County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - $111,880.60.

STP-7042(100) and STP-4200(104), keys 5759 and 5770 – Twin Falls Bike Routes B and E, Twin Falls County, District 4. The low bid was more than ten percent over the engineer's estimate, requiring justification. In reviewing the bids, it was determined that some of the items had specifications and quantities that provided some uncertainty to the bidders, so that prices were inflated to cover the risk. Staff recommends revising the plans and specifications to reduce the uncertainty, then re-advertising the project. The city also recommended rejecting the bids and having the projects revised for re-advertisement by next spring.

5) New and Supplemental Professional Agreements Report. The Consultant Administration Unit processed $1,316,930 in new agreements and supplementals between September 25 and November 5.

6) 1997 Planning Survey Summary. The District Senior Transportation Planners contacted the 249 cities, counties, and Indian Tribes throughout the state to compile the planning summary. The publication provides a statewide overview of each city's, county's, and Indian Tribe's ability to carry out authorized planning functions.

7) Motor Carrier Audit Unit Annual Report. From July 1982 through June 30, 1997, 11,678 use fee audits were completed on in-state and out-of-state carriers. The audits resulted in assessments of $15,118,901. Of the audits completed, 69% resulted in additional assessments, 3% resulted in a refund, and 28% were accepted as reported.

8) Financial Statement. The Board reviewed the financial statement through October 1997.

Board Items. Last week Member Miller met with Bingham County Commissioners to discuss the reconstruction of the Rose Road overpass. The Commissioners would like to consider another site for the overpass and asked that a study be completed on possible locations. The County is willing to pay 20% of the cost of the study. The location for the overpass will be determined after the report has been completed.

CE Ross recently met with Senator Jerry Twiggs, FHWA and FEMA representatives, on this issue and the group also concluded to study all options. CE Ross added that the consultant agreement can be revised accordingly to accommodate the location study and possible change to the overpass site. Although state funds will not be available for this project, STP funds could be made available if the local entities wish to pursue this option, then dependent on Board approval.

Member Combo questioned a possible right-of-way acquisition study to improve SH-75 from Bellevue to Ketchum. He believes improvements need to be made to this highway and suggested funding a study to determine the needs and costs. Director Bower reported that staff is working on a location study concept, including identifying the needed right-of-way, road widths, and cost of the study. He hopes to have a proposal for the Board's consideration next month.

Vice Chairman Mitchell expressed concern with the Department's reduction in personnel. He realizes the Department is having difficulty filling some positions, partly due to the lower salaries ITD offers and also the low unemployment rate statewide, and that this reduction in personnel could result in problems. Director Bower concurred that the Department is having difficulties filling some positions and is also concerned about it. Few applications are being received. He added that the Department is seeking out-of-state applicants for some positions.

Vice Chairman Mitchell questioned the policy when alternate routes are constructed around cities. Sometimes the old route is relinquished to the local entity and other times, the Department maintains it. He would like to know who decides how to handle this issue.

Vice Chairman Mitchell asked if advisory signs warning motorists of bicyclists on the highway could be erected. He believes these signs would be beneficial on narrow, winding routes where there are no bike paths. Member Miller expressed concern that the signs may create a liability concern, as the signs imply the bicyclist has the right of way. He also questioned the desire to construct bike paths on the busiest streets in town.

Chairman Winder announced that the East Main Street project in Lewiston has been completed and a dedication ceremony was recently held. Vice Chairman Mitchell added that the local citizens and merchants are pleased with this project.

Director's Items. Director Bower returned from the AASHTO meeting in Salt Lake City yesterday. Some of the meetings he attended included the Executive Committee, which sets the policy for AASHTO, the Board of Directors, and a meeting with Federal Highway Administrator General Wykle and Division Administrator Jack Coe.

Almost all of the bills have been received for the WASHTO conference held in Sun Valley this past July. Director Bower reported that the committee has approximately $5,000 left, which, according to the bylaws, will be returned to the WASHTO account.

Congress approved a six-month allocation of funds based on the FY97 shares. ITD's total obligation limitation is over $52 million, however, these funds must be obligated by May 1. Although there is great flexibility for utilizing the funds for the various Programs, when the new act is passed, the money must be restored to the Programs.

Chief Engineer's Items. CE Ross reported that he also attended the recent AASHTO meeting and came away with a recommitment to quality. The Division will be looking more in-depth in this issue.

Earlier this month, the Division of Highways held a retreat in Boise for all District Engineers, Assistant District Engineers, and Section Heads. The intent was to refocus on important issues, work on common issues, and develop more unity within the Division. CE Ross believes it was a successful event, partly due to Human Resource's involvement in organizing the retreat.

In response to whether a conclusion had been reached on the I-84, Meridian to Nampa, pavement project, CE Ross responded yes. He said there were no quality problems with the

product, as it met the specifications. The product was to have been applied in cooler temperatures. As the temperature rose during the day, the product failed. Director Bower added that staff prepared a good, thorough report and that neither the contractor nor the supplier erred. Chairman Winder asked how the public's calls are handled in a situation like that. He heard people were given several different numbers to call and he asked if it would be possible for one person to handle those calls.

SH-21 Avalanche Zone, District 3. Dr. Rand Decker, Department of Civil Engineering, University of Utah, was invited to the meeting to discuss options for improving avalanche predictions and mitigating avalanche hazards for the avalanche-prone section of SH-21. Some options include snow support structures, avalanche sheds, dissipaters, and active avalanche forecasting and control.

Dr. Decker believes the current level of service for this portion of SH-21 is acceptable, however, more weather data and information is needed, including knowledge of the snow pack. Dr. Decker will continue working with ITD staff on this issue and will prepare recommendations for the Board's December meeting.

The Board thanked Dr. Decker for the informative presentation.

Contractor Prequalification. Roadway Design Engineer (RDE) Steve Hutchinson briefed the Board on contractor prequalification and what other states are doing in this area. Most states have one or two full-time employees assigned to prequalification. There are no national standards for prequalification, nor a reciprocity between states. Prequalification does not preclude a contractor from working, but it does weed out some of the poor-quality contractors.

ITD relies on its specifications, Idaho Code, Administrative rules, contractor licensing, and bonding requirements. RDE Hutchinson believes if Idaho were to prequalify contractors, it should be for unique projects. He suggested approaching the State Licensing Board if problems with specific contractors are experienced.

Member McClure believes the Licensing Board needs to be more pro-active. It is his understanding that the Licensing Board is reviewing the licensing procedures and may propose legislation to tighten the process.

Vice Chairman Mitchell relayed concerns with some sub-contractors. States that prequalify contractors only prequalify prime contractors, not sub-contractors, according to RDE Hutchinson. Member McClure added that the State Licensing Board has little control on sub-contractors, but that issue is being reviewed.

The Board thanked RDE Hutchinson for the information and encouraged him to work with the State Licensing Board on contractor concerns or problems.

Contract Awards. In accordance with Board Policy B-14-06, Member Combo made a motion, seconded by Member McClure, to approve the following construction contracts:

IM-15-1(117)47, key 6245 – McCammon Interchange to North Inkom Interchange, I-15, Bannock County, District 5. Low bidder: Bannock Paving, Pocatello, Idaho - $3,086,695.54.

PFH-65-1(002), key 0361 – Kilgore East, Clark County, District 6. The low bidder was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was roughly based on the Average Unit Price Report for projects and past bidding history of projects of similar nature for standard items. The District believes that this method of estimation accurately reflects the cost of performing the work, however, the engineer's estimate did not adequately reflect the actual cost of several bid items. Upon further review of these items, it was found that while these bid prices are high in some instances, they are not unreasonable. The District has examined the plans and specifications and can find no fault that would lead to a large oversight for which the contractor might take advantage of, therefore, recommends awarding the bid. Low bidder: Phenix of Idaho, Inc., Idaho Falls, Idaho - $1,079,337.66.

STM-4170(618), key 7113 – Kendrick Main Street Storm Sewer, SH-3, Latah County, District 2. The low bidder was more than ten percent over the engineer's estimate, requiring justification. The special provisions state that payment for storm sewer pipe will be made by the linear foot with several items being incidental. Incidental items consisted of pea gravel, compacting backfill, aggregate base, plant mix and dewatering. The engineer's estimate for this project was based primarily on recent projects in the area and was determined by subtracting the cost of ITD provided materials from the unit bid prices. The review of the engineer's estimate shows that the cost of the incidental items was not included. Bid prices reflected the uncertainty of these incidental items. Due to the importance of completing this work while the weather is conducive to this type of construction activity, staff recommends awarding this bid. Low bidder: AJ Corporation, Lewiston, Idaho - $81,705.60.

STP-NH-3270(103) and STP-3270(105), keys 5850 and 2794 – Eagle Road, Fairview to Chinden and Eagle Road, Chinden to Eagle, SH-55, Ada County, District 3. Low bidder: Central Paving Company, Inc., Boise Idaho - $7,526,311.25.

Raised Channelization on Pocatello Creek Road, DPC-0031(001), key 5311, I-15, District 5. As part of the demonstration project to alleviate congestion in the Pocatello-Chubbuck area, a raised median was to be constructed on Pocatello Creek Road. At the October Board meeting, a number of business representatives and property owners in the Pocatello Creek Road vicinity expressed opposition to the raised median. Pocatello Mayor Angstadt also opposed this proposal and since the meeting has submitted a letter requesting that the raised channels be omitted from the project at this time. If, in the future, the traffic flow increases sufficiently to warrant a raised median, the city would install it at that time.

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

RES. NO. TB97-75 WHEREAS, the design consultant and the District had recommended that raised channelization be constructed on the north side of Pocatello Creek Road on project DPC-0031(001), key 5311; and

WHEREAS, city officials and property owners met with the Board on October 10, 1997 and expressed their concerns; and

WHEREAS, the city was asked by the Transportation Department to review the subject of raised channelization and make a recommendation to the Board; and

WHEREAS, the city did make a recommendation by letter dated October 14, 1997; and

WHEREAS, the city did recommend that the raised channelization be deleted until such time that increased traffic flows necessitated the raised channelization; and

WHEREAS, the city has agreed to install and pay for the necessary raised channelization when required.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board concurs with the city of Pocatello that the raised channelization will not be installed at the time of initial construction of Project No. DPC-0031(001).

Chairman Winder left the meeting at this time and Vice Chairman Mitchell chaired the meeting.

District 4 Addition of Projects to the State Funded Program. Two sites within the administrative boundaries of District 4 received significant damage as a result of the magnitude of the spring 1997 run-off. While no damage to the adjacent roadway occurred, the embankment and adjacent river channel is in urgent need of repair. The District estimated the cost of the repairs and determined that it cannot realistically fund them from the operating budget. FHWA has reviewed the projects and determined that they are not eligible for Emergency Relief funds. The two projects include SH-75, Salmon River Bank Protection, where gabions washed out near Sunbeam, with an estimated cost of $96,000; and US-20, Stanton Crossing Bank Protection where bank erosion is threatening the highway bridge, for an estimated cost of $126,000.

Member McClure made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. TB97-76 WHEREAS, it is in the public's interest for the Transportation Department to accomplish a current, realistic, and fiscally constrained State Funded Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available state highway funding; and

WHEREAS, the proposed changes to the FY98-01 State Funded Highway Development Program bring the FY98 State Highway Programs within the current available funding levels.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to the FY98-01 State Program itemized and explained in this Board agenda item and authorizes staff to make the appropriate changes, and to reflect these changes in Supplement 98-2 to the Approved Highway Program.

History of Projects Advanced with Additional Funds. Information on advancing projects was obtained for fiscal years 1995 through 1997. The greatest opportunity for advancing projects is typically created by the delay of projects, with 90% of the 44 end-of-the-year delays being local projects. During this time, Idaho received an annual average of $1.96 million in redistributed obligation authority. The redistribution is not directly tied to one particular project; it is theoretically tied to the last project funded at the end of the year.

The State Funded Construction Program was increased several times during this period for various reasons, including increased legislative authority to spend down the cash balance, and the Department's budget requests or shifts in budget funding levels to construction due to savings in personnel and other budget areas. These increases uniformly emphasized advancing minor pavement rehabilitation projects, and were distributed among all the districts using the target formula. Advances were typically not based on project readiness, as it was a considerable challenge for all of the Districts to make these new projects ready for contract on schedule.

Projects advanced over the last three years have largely been basic in their design requirements without extensive environmental or right-of-way concerns. Exceptions to this observation are staged projects where a second stage is advanced with a first stage so they may be let under one contract. In these cases, the design of the second stage has been largely accomplished under the first stage. Overall, CE Ross believes projects have been advanced equally throughout the state.

Vice Chairman Mitchell welcomed Representative Bivens to the meeting.

Meeting with Greg Smith, Idaho Consulting International (IC). ICI is the firm that has been selected to develop and implement the employee survey. Mr. Smith provided background information on ICI. The management objectives for the survey include assess the attitudes and perceptions of employees on a variety of issues; determine which issues management should focus upon to maximize employee job satisfaction and performance; see what changes in attitudes and perceptions have occurred since the 1991 survey; and establish a new survey benchmark, so future efforts can be tracked.

Chairman Winder returned to the meeting at this time.

Review of Federal Funding Practices for Local Jurisdictions. Staff reviewed Board Policy B-19-10, Local Surface Transportation Program (STP) Funds, and local Bridge funding and identified issues and alternatives for handling federal funding for local agencies. Highway Programming Manager (HPM) Amick provided background on the current practices, supporting documentation, identified issues, and alternatives. He added that the new transportation bill will be a factor in the final proposal.

Earlier this year, the Transportation Planning Task Force recommended pursuing a "Local Federal-aid Incentive Program – a partnering process between ITD and the Local Highway Jurisdictions." This proposal was developed to address concerns the local entities have about the use of federal-aid highway funds on the local system. The proposal emphasizes multi-jurisdictional planning and makes use of many of the more innovative alternatives identified in the staff's review of local funding.

Joe Haynes, LHTAC Administrator, explained this proposal as an incentive program. The STP-Urban, STP-Rural, Local Bridge, and Off-System Bridge Programs would be combined and accessible to all entities similar to a block grant program with an application process. The projects would be prioritized based on criteria that the Task Force helped develop. LHTAC would be fiscally responsible. The metropolitan planning organizations would be kept whole. Mr. Haynes added that he would like to revisit the funding sources for the Technology Transfer Center, and that other issues still need to be resolved, such as the obligation limitation.

In response to the status of the federal-aid exchange program, Mr. Haynes said that program would be phased out over three years. Director Bower emphasized that LHTAC would coordinate the funds and projects, however, the Transportation Board has final approval.

Vice Chairman Mitchell made a motion that the Board supports the Local Federal-Aid Incentive Program and directs staff to continue developing this proposal with LHTAC. Member Combo seconded the motion and it passed unanimously.

Chairman Winder thanked Mr. Haynes for the presentation and also for his assistance to the Transportation Planning Task Force.

Congestion Mitigation/Air Quality (CMAQ) Report. Per Board request, the current CMAQ policy and guidelines were reviewed to ensure that only meaningful transportation related air quality projects are being funded with the CMAQ funds. A team was established to review the Program and determined limits need to be established on what a significant air quality benefit is. The Division of Environmental Quality has agreed to assist ITD in establishing these standards. Due to the uncertainty with the new highway act, the team is not ready to make recommendations on the CMAQ Program at this time.

Some discussion followed on the time frame of CMAQ projects and whether projects can be removed from the Program. Senior Transportation Planner Patricia Raino admitted that it is very difficult to remove projects from the Program due to the need to have air quality conformity in the metropolitan planning organizations' Transportation Improvement Programs. She suggested the Board's review of the CMAQ Program in June, which should allow sufficient time for changes. Mr. Coe added that the statewide implementation plan for attainment has to be a consideration. Member Mitchell commented that the CMAQ team would meet again on December 5.

Member Miller left the meeting at this time.

Driver License Suspension Legislation – DUI Related. At the Chief Justice of the Idaho Supreme Court's request, the Department drafted legislation to address concerns that court-ordered driver's license suspensions, which are ordered to take effect upon an individual's release from incarceration, was not commencing as ordered. Last month, the Board requested staff obtain support from the court administration on this proposed legislation. Deputy Attorney General Mary York reported that the judiciary legislative review committee has not determined the extent of its support or testimony for the legislative proposal. ITD should have that information next week.

In response to an earlier question, when an individual is reincarcerated for a violation of the terms of the original sentence, the suspension period will be held in abeyance during the period of reincarceration and will recommence upon the individual's re-release from confinement or imprisonment.

Administrative Appeals. The Department is allowed by statute to have some of its decisions reviewed by an independent hearing officer, according to DAG Parry. The hearing officer is allowed to make a preliminary decision, which is appealable to the head of the agency. The Division of Highways holds administrative hearings for the following: denial of billboard permits, denial of tourist oriented display signs, revocation of a junkyard permit, denial of relocation benefits, utility relocations, revocation of Disadvantaged Business Enterprise status, and disqualification of a low bidder on a construction contract.

In response to the appeal process on other issues such as access, CE Ross said a number of items were identified at the recent Highway Retreat that need clarification. These issues will be reviewed and recommendations prepared for the Board.

Proposed Cassia County State Highway Addition of STC 2841, District 4. At the request of Cassia County, the Board directed staff to perform a perfunctory evaluation of the route from SH-77 at Conner Creek to Almo for possible addition to the state highway system. The evaluation resulted in a rating of 45, out of a possible 100. A rating of 70 is required before consideration is given to adding routes to the state system.

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

RES. NO. TB97-77

WHEREAS, Board Policy B-09-06 has established the procedure for considering roads proposed for State Highway System status; and

WHEREAS, Cassia County Commissioners requested in a letter dated June 9, 1997, that the Idaho Transportation Board consider adding to the State Highway System a section of county road, STC 2841, from Conner Creek to Almo; and

WHEREAS, the Transportation Board directed staff to perform a perfunctory analysis of the route; and

WHEREAS, Administrative Policy A-09-06 includes the criteria by which a route is evaluated and requires a minimum score of 70 for State Highway System recommendation; and

WHEREAS, staff perfunctory evaluation resulted in a score of 45 out of a possible 100.

NOW THEREFORE BE IT RESOLVED,

1. that in view of the significantly low score of forty-five (45) out of a required threshold of seventy (70) for further consideration of incorporating the Cassia County Road from Highway 77 at Conner Creek to Almo into the state highway system, the Transportation Board will not direct staff to further study the issue; and further,
2. that the Cassia County Commissioners be informed that the staff's perfunctory evaluation resulted in a score of forty-five (45) out of a possible one hundred (100) and that a copy of the evaluation including (i) the backup documentation, (ii) the Board-approved criteria, and (iii) this resolution be provided to the Commissioners.

Idaho State Highway Plan. In January 1995 the Board approved the Idaho Transportation Plan, a statewide intermodal long-range transportation plan that provides guidance to all the individual modal plans. The modal plans have been developed, distributed, and are being used as planning documents by ITD, local governmental agencies, and the

public. The last of these modal plans, the Highway Plan, has been completed and was presented to the Board. Planning Services Manager Gary Sanderson outlined the contents of the document, including extensive needs, facilities information, winter maintenance standards, and roadway widths.

The Board suggested revisions to the document and asked for the revised State Highway Plan to be presented in December for approval.

Union Pacific (UP) Rail Service. Senior Transportation Planner Ron Kerr reported that UP has developed service problems over the last several months, beginning first in Texas and then throughout the West. The UP's rail yards and mainlines have become so congested that the effects are being felt nationwide. Gridlocked service has cost shippers millions of dollars and spilled over to affect much of the North American economy. UP's service problems resulted from its efforts to merge with Southern Pacific, creating incompatible computer systems and inconsistent labor agreements, idling thousands of rail cars a day.

Mr. Kerr also reported that he is working with the Port of Lewiston on funding eligible intermodal projects. The Port is in the process of updating its Mater Development Plan. The new transportation act may allow for additional, or clarify eligibility of, intermodal projects. The Board encouraged Mr. Kerr to continue providing assistance to the Port.

WHEREUPON the meeting recessed at 4:40 PM.

November 21, 1997

The Transportation Board meeting reconvened at 8:15 AM at the Transportation Department in Boise on Friday, November 21. Chairman Winder, Vice Chairman Mitchell, Members McClure, Miller, and Combo were present.

Board Policy B-38-01, Coordination with the Idaho Traffic Safety Commission. These new Board and Administrative Policies cover the Department's and Director's responsibility and further identifies the Traffic Safety Commission's objectives, number of meetings, travel expenses, membership, and the term of service for the members. The term of service has been modified from a three-year term to a four-year term of service, with the option of two one-year extensions to the original term of service to maintain a more viable membership.

At the October meeting, the Board held this item for clarification of the one-year extensions and how this change impacts the current membership. Highway Safety Manager (HSM) Marie Bishop explained that the members felt that one-year extensions would allow a member to continue service for an additional period of time to see a project or activity to completion should a member not be able to commit to a full four-year reappointment. In response to concerns that a large number of members may leave

the Commission at one time with the allowance of one-year extensions, HSM Bishop does not believe that will be a problem.

Member Miller made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-78 WHEREAS, the Idaho Legislature established Section 40-508, Idaho Code, in which the Idaho Traffic Safety Commission (ITSC) was created to facilitate an advisory process for highway safety programs; and

WHEREAS, the coordination between the ITSC and the Transportation Board, the Transportation Department, and the Office of Highway Safety has not been specified in policy prior to this date; and

WHEREAS, the Board has directed the Office of Highway Safety to develop policies that address duties, coordination, and member terms; and

WHEREAS, a majority of ITSC members have requested four-year terms of service with two optional one-year extensions.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves Administrative Policy A-38-01 and Board Policy B-38-01, Coordination with the Idaho Traffic Safety Commission, effective upon signature.

Consider Using One Architectural Design for all Rest Areas. Per Board request, the feasibility of using one architectural design for future rest area construction was explored. Gene Ross, Roadside Manager, reported that earlier, during the construction of the interstate, the Department used one standard design for rest areas. This resulted in undersized parking lots and inadequate restroom facilities, creating inefficient, overcrowded, and difficult to service and maintain rest areas. ITD could use one standard architectural design for each of the three types of facilities now currently being used for roadside rest areas. These standard designs can be readily modified to accommodate specific design changes or appropriately sized for projected usage.

It is estimated a cost savings of 10% to 15% can be realized on building cost if architectural design is performed in house and a 20% to 25% cost savings in construction by using a utilitarian standard design. Rest area partnering with another agency or agencies where visitor information or interpretive centers will be included may require deviation from the standard architectural design. In those situations, the practice of sizing of restrooms and parking lots will remain in effect.

The consensus of the Board was to use a standard design for rest areas with modifications as appropriate for the location.

Alternatives to Cash. Idaho Code does not allow the state to extend credit. As such, local sponsors are required to submit cash payment prior to project advertisement. After the bids are opened, it is sometimes necessary to request additional funds from the local sponsor if the

low bid is greater than the engineer's estimate. ITD has accepted cash, certificates of deposit, and irrevocable letters of credit as methods of payment for the additional funds. RDE Hutchinson said the Department prefers cash because there is not as much record keeping involved and it's not as time-consuming as the certificates of deposit or letters of credit.

A suggestion was made to standardize the form for letters of credit, which should reduce staff's review time. DAG Parry responded that each bank usually has its own form and that the accounting for progress payments is the time-consuming activity. The consensus of the Board was to allow letters of credit on an exceptional basis, not as a regular method of payment, but also to have LHTAC review this issue.

Chairman Winder welcomed Representative Bivens to the meeting.

Public Transportation Overview and Update. Public Transportation Administrator (PTA) Larry Falkner outlined the recent accomplishments, including the 20-year plan, *Movin' Idaho*; the completion of the needs and benefits study; the automation of the grant program system; revision of the grant application process; de-centralization of the vehicle purchasing process; decentralization of operations training; establishment of standardized operating procedures for Public Transportation Advisory Council (PTAC) and Regional Public Transportation Advisory Committee (RPTAC); establishment of a basic service policy; and the production of a public transportation video for promotional purposes.

The PTAC annual report was presented by General James Brooks, Chairman. He elaborated on the needs and Benefits Study, and on the policies for public transportation in the future. He expressed frustration that there is a sense that public transportation in Idaho is at a stand still. The Council believes it is time to decide whether Idaho is to have a public transportation program or simply remain a pass-through agency for federal funding. PTAC supports the former and believes ITD should specify the services to be provided and the coordination processes while the Council needs to develop goals and management recommendations that will bring more efficiency to services and more effectiveness to Board policy. PTAC also recommends that ITD actively support the formation of regional public transportation authorities as a preferred management concept for public transportation. Lastly, ITD was encouraged to look at state funding, both non-restricted ITD funds and a new source of funding, such as a Title transfer fee.

Members of the PTAC and RPTAC also provided comments to the Board.

In accordance with Board Policy B-28-02, Public Transportation Advisory Council (PTAC) and Regional Public Transportation Advisory Committees (RPTAC), PTA Falkner revisited the number of annual PTAC meetings. The Board questioned the need to revisit this issue every year.

Member McClure made a motion, seconded by Member Combo, and passed unanimously, to approve the following resolution:
RES. NO. WHEREAS, on September 24, 1994 the Idaho Transportation Board approved

TB97-79 Board Policy B-28-02, Public Transportation Advisory Council (PTAC) and Regional Public Transportation Advisory Committees (RPTAC); and

WHEREAS, Board Policy B-28-02 granted authority to the PTAC to extend their meeting schedule from four meetings per year to six; and

WHERAS, this meeting schedule is to be evaluated at the end of the fiscal year to determine the necessity to continue meeting every other month rather than quarterly; and

WHEREAS, this evaluation is based upon the PTAC's ability to meet its goals and objectives; and

WHEREAS, the PTAC has met the following goals and objectives during the past year:

- presented grant funding recommendations to the Board,
- helped complete the statewide Needs and Benefit Study,
- developed basic public transportation policies,
- promoted regional public transportation authority legislation, and
- supported and testified on House Bill 119 (tire tax for public transportation); and

WHEREAS, the Public Transportation Administrator and PTAC members request that the six meetings per year be continued; and

WHEREAS, the PTAC is achieving its stated goals and objectives; and

WHEREAS, the six meetings per year allow the PTAC members and PT staff to meet, discuss and finalize recommendations on the future direction of public transportation in Idaho.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an extension for the PTAC to meet not exceeding six times annually.

Executive Session on Legal and Personnel Issues, Section 67-2345(f) and (b), Idaho Code. At 11:10 AM, Member McClure made a motion, seconded by Member Miller, to meet in executive session to discuss legal issues with DAG Parry and personnel issues. The motion passed unanimously.

The Board came out of executive session at 1:35 PM. No decisions were made.

Legal Issues. Member Miller made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-80 WHEREAS, the Idaho Transportation Department awarded Project IR-84-20(35)95 in September of 1991; and

WHEREAS, the contractor has filed litigation against the Department requesting additional compensation; and

WHEREAS, the District Court has ordered non-binding mediation in the dispute.

NOW THEREFORE BE IT RSOLVED, that the Idaho Transportation Board authorizes the Chief Engineer to participate in mediation and with the concurrence of FHWA, make settlement offers, if appropriate.

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

RES. NO. TB97-81 WHEREAS, the Idaho Transportation Department awarded a construction contract for the reconstruction of Glenwood Road in Idaho County; and

WHEREAS, Seubert Excavators, Inc. was awarded the contract and has filed a claim for additional compensation claiming a differing site condition.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes the Chief Engineer to enter into an arbitration agreement with Seubert Excavators, Inc. to resolve the Glenwood Road construction claim.

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

RES. NO. TB97-82 WHEREAS, the Idaho Transportation Department has filed a condemnation on Parcel 5 of the Eagle Alternate; and

WHEREAS, the property owner has offered to settle the condemnation; and

WHEREAS, the Assistant District 3 Engineer and the Right-of-Way Manager have recommended accepting the property owner's offer.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes the staff to settle the Parcel No. 5 condemnation for $186,500.00, plus property owner's incurred costs, fees, and prejudgment interest.

Member Miller made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-83 WHEREAS, the Idaho Transportation Department has acquired an ownership interest in the property described in Exhibit A attached hereto; and

WHEREAS, the Department has joint responsibilities with the Sandpoint Highway District to maintain US-95 and US-2, which runs through the City of Sandpoint; and

WHEREAS, the property described in Exhibit A has been used for several years as a storage site for snow removed from in and around the City of Sandpoint; and

WHEREAS, the fence, which was erected by Mr. Ralph Sletager, on the property described in Exhibit A, seriously interferes with and impedes the Department's access to the property as well as the snow removal efforts in and around the City of Sandpoint.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board recognizes that the fence on the property should be removed to allow for the continued use of the property for necessary maintenance and snow removal activities.

New Business. Vice Chairman Mitchell made a motion to support Director Bower's proposal for a one-time bonus of $400 for classified employees. This is possible because the Public Employee Retirement System reduced the amount ITD must pay into the system over the next year. To be eligible, employees have to be certified with a performance evaluation of standard or better. Member McClure seconded the motion and it passed unopposed. The Board expressed its pleasure with the Director's recommendation and with the Department's ability to provide this bonus to the employees.

WHEREUPON, the regular monthly Board meeting officially adjourned at 1:45 PM.

signed
CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
December 18, 1997
Boise, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 18-19, 1997

The regular session of the Idaho Transportation Board meeting convened at 8:05 AM, on Thursday, December 18, in Boise, Idaho at the Transportation Department. The following principals were present:

Charles L. Winder, Chairman
Mike P. Mitchell, Vice Chairman - District 2
John McHugh, Member – District 1
Monte C. McClure, Member - District 3
Leon E. Smith, Jr., Member – District 4
Neil Miller, Member - District 5
John X. Combo, Member - District 6

Sue S. Higgins, Secretary to the Board
Dwight Bower, Director
Jim Ross, Chief Engineer
Jack McMahon, Deputy Attorney General
Jack Coe, Division Administrator – Federal Highway Administration

November 20-21, 1997 Board Minutes. Member Combo made a motion, seconded by Member Miller, to approve the minutes of the Board meeting held on November 20-21, 1997, as corrected. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
January 15-16, 1998 - Boise
February 19-20, 1998 – Boise
March 19-20, 1998 – Boise
April 16-17, 1998 – District 2

Consent Calendar. Vice Chairman Mitchell made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. TB97-84 *NOW THEREFORE BE IT RESOLVED,* that the Transportation Board approves revisions to Board Policies B-28-01, Public Transportation Program and B-28-02, Public Transportation Advisory Council and Regional Committees; appointment and re-appointment of Regional Public Transportation Advisory Committee members; US-93 spur addition to the state highway system, District 4; and the certification of revenue and disbursements; and has received and reviewed the contract awards; the November 1997 condemnations; the annual outdoor advertising sign status report; and the quarterly report on legal actions.

1) Board Policies B-28-01, Public Transportation Program and B-28-02, Public Transportation Advisory Council (PTAC) and Regional Public Transportation Advisory Committees (RPTAC). B-28-01 has been revised to more closely reflect the current activities and responsibilities of the Public Transportation Division. B-28-02 has been revised to match the Board's November resolution on the RPTAC to meet up to six times annually.

2) Re-appointment of RPTAC Members and Appointment of New Region 2 Public Transportation Advisory Committee member. Erv Olen, District 3 RPTAC member and Walter Ross, District 5 RPTAC, were re-appointed to their respective committees. Mark Leeper was appointed to the District 2 RPTAC. All three terms expire in June 2000.

3) US-93 Spur Addition to State Highway System, District 4. The US-30/US-93 interchange in Twin Falls County has recently been completed. The Road Closure and Maintenance Agreement with the Filer Highway District gives the Department maintenance responsibility for the 1,335-foot section north of the interchange to the ramp terminal, however, it did not include ITD's ownership of that section. District 4 recommends that the Department officially add this section to the state highway system

because it provides access to US-30 and US-93 and ITD is responsible for maintenance. Filer Highway District is agreeable to this system action. This action is shown as Exhibit 194 which is made a part hereof with like effect.

4) Certification of Revenue and Disbursements. The certification of revenue and disbursements is shown as Exhibit 195 which is made a part hereof with like effect.

5) Contract Awards. The Board acknowledged action on the following construction bids in accordance with Board Policy B-14-06:

STPG-7826(100), key 5721 – West 2nd South, Rexburg, Madison County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - $126,637.40.

NH-F-3270(108) and STP-BRF-3270(048), keys 6482 and 3539 – Donnelly to McCall Structures and Lake Fork Canal Structure, SH-55, Valley County, District 3. Low bidder: Allied Construction, Inc., Boise, Idaho - $645,082.62.

ST-5110(634), key 6572 – Samuels Road to Boundary County Line, Bonners County, District 1. Low bidder: Interstate Concrete and Asphalt, Sandpoint, Idaho - $694,729.76.

6) November 1997 Condemnations. The Director approved condemnation on Parcel 19, US-95 North Bonners Ferry, key 0713 and Parcel 2, Overland Bridge, SH-27, key 5171.

7) Outdoor Advertising Sign Status Report. As of September 1997, 35 illegal signs and 100 non-conforming signs remain throughout the state.

8) Quarterly report on legal cases.

Request to use Consultants for Project Development, NH-5110(119), Key 2815, US-95, Belgrove to Mica, District 1. This project, currently in the Preliminary Development Program for $12 million, consists of widening, reconstructing, realignment, relocation, new right-of-way, detours, and utility adjustments. Project development fees are expected to be between $250,000 and $500,000. Member Combo reported that he drove this stretch of highway last month. He supports advancing this project in the Program. Member Combo made a motion to approve the request to solicit for consultant services for project development for project NH-5110(119), key 2815, US-95, Belgrove to Mica, in District 1. Member McHugh seconded the motion and it passed unopposed.

New and Supplemental Professional Agreements Report. The Consultant Administration Unit processed $463,365 in new agreements between November 5 and December 5. No supplemental agreements were processed during this period. Vice Chairman Mitchell requested that the projects be listed on the consultant summary on future reports. Vice Chairman Mitchell made a motion to accept the new and supplemental professional agreements report. Member McHugh seconded the motion and it passed unopposed.

Financial Statement. Vice Chairman Mitchell questioned the cash balance and commented that he thought the Department was trying to reduce that amount. Director Bower stated that the Department is striving to reduce the cash balance. Vice Chairman Mitchell made a motion, seconded by Member McClure, to approve the financial statement. The motion passed unanimously.

Board Items. Member Miller reported that CH2M Hill is preparing a study for the replacement of the Rose Road Overpass north of Blackfoot. A meeting has been scheduled on January 15 to review the findings, with a decision on the location soon thereafter.

Chairman Winder said he drove part of the McCall alternate route and has concerns with the Fish Lake alternative. He believes this alternative has more environmental and engineering concerns. He asked if the northern portion could be tied into Goose Creek, particularly because of existing right-of-way. Director Bower said staff will review the alternatives.

Director's Items. A draft employee survey was distributed to the Board. Director Bower asked the members to review the draft and prepare comments for tomorrow when this item would be revisited. (See later minute entry.)

The Integrated Financial Management System will go on-line on January 1, according to Director Bower. Before the Department proceeds with new initiatives, a comprehensive multi-year plan will be developed. Director Bower said the Information Management Access Team is currently working on that. Because this business plan is not ready, the program enhancement of $425,000 is being withdrawn from the Department's FY99 budget request. Additionally, the imaging project for $208,800, which is another part of the Information Systems Business Plan, is undefined at this point and those funds will also be transferred to contract construction for state projects in FY99.

Since the Department agreed with the legislative directive to reduce full time equivalent positions by 100, there have been several floods, the Integrated Financial Management System project, additional state revenue, plus the regular work load that staff has been working on. A review of the Departmental workload and staffing analysis revealed the amount of overtime and the amount of vacation time employees have accrued has increased considerably. Director Bower added that a recent FHWA review indicted the Department is understaffed, particularly the Division of Highways. In light of these factors and with the uncertainty of the reauthorization of ISTEA and the potential for additional funds, Director Bower recommended revising the FY99 budget to hold staffing levels at the FY98 level, holding the deletion of 29 certified positions in abeyance until the reauthorization of ISTEA. Division of Financial Management Director Manning and Governor Batt have both indicated support for this recommendation.

Member Smith made a motion to endorse the Director's recommendations outlined above on the staffing analysis and transferring $633,800 from the Integrated Financial Management System program enhancement and imaging project to contract construction for state projects in FY99. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Director Bower reported that he met with Representative Jim Kempton to discuss legislative issues. He also met with Senator Evan Frasure, Senator Robert Geddes, and Representative John Tippets on various issues, including proposed legislation. He also met with Governor Batt to discuss topics such as the Integrated Financial Management System, trucking issues, and improvements to US-95.

Chief Engineer's Items. The Department received a request from A'aLLC for access on Eagle Road (SH-55) by Franklin Road. Because the Ada Planning Association has future plans for an interchange at that location, and to keep access to a minimum on this route, staff recommends denying the access request. A'aLLC agreed to donate right of way for the future ramp, however, the company would like temporary access until the ramp is constructed. CE Ross believes a free-running right merge should be constructed because of the company's willingness to donate the needed right-of-way.

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

RES. NO. TB97-85

WHEREAS, a development request by A'aLLC at the intersection of Franklin Road and SH-55, Eagle Road, has precipitated the need to cooperatively work with Ada County Highway District (ACHD) and the Idaho Transportation Department (ITD) District 3 because of jurisdictional ownership of Franklin Road and SH-55, Eagle Road; and

WHEREAS, this development is anticipated to have a traffic impact on the existing roadway system at that intersection; and

WHEREAS, ACHD has assessed impact fees on this location to be utilized for the development of a free running right turn lane on Franklin Road extending onto Eagle Road; and

WHEREAS, in exchange for A'aLLC's dedication of right-of-way along SH-55, Eagle Road, ITD considers it appropriate to construct, at the Department's expense, a free running right turn lane beginning at the end of ACHD's newly constructed free running right on Franklin Road and continuing along Eagle Road to the point where the free running right turn lane ends; and

WHEREAS, District 3 recommends that the Idaho Transportation Board accepts the attached agreement as amended; and

WHEREAS, District 3 requests that the Idaho Transportation Board allocate Board Un-allocated funds to be used to construct this additional free running right turn lane on Eagle Road by June 1998; and

WHEREAS, there are no Board-Unallocated funds available in FY98.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the amended agreement between the Idaho Transportation Department District 3, ACHD, and A'aLLC; and

BE IT FURTHER RESOLVED, that the Transportation Board denies Aa'LLC's request for access to Eagle Road; and

BE IT FURTHER RESOLVED, that the Chief Engineer is directed to identify alternatives in the state-Funded Program, using FY99 Board Un-Allocated funds if necessary, to complete the project, estimated at $80,000, by June 1998 and to reflect the necessary Program changes in the January 1998 Supplement to the Highway Development Program.

CE Ross said District 1 is still reviewing Hagadone's request to purchase or acquire a permanent easement for property. Ease Side Highway District indicated it would grant access to the road, however, the Kootenai County Planning Commission stated the parcel needs to be platted before it can be sold. Legal is reviewing this issue and will provide an opinion. Director Bower added that the Department of Parks and Recreation stated its opposition to ITD disposing of the property.

Vice Chairman Mitchell said the Rainbow Bridge on SH-55 is fragile and that if the bridge is closed, that would create a long detour. He asked for information on the proposed Smiths Ferry to Round Valley route. He is particularly concerned with preserving the corridor, as Valley County Commissioners have indicated a willingness to preserve that corridor. Staff will review the status of this project and report back to the Board.

<u>SH-75 Location Study, Blaine County, District 4</u>. The communities of Bellevue, Hailey, and Ketchum, as well as the Blaine County Commissioners and Blaine County Transportation Committee support a location study on SH-75 from Bellevue to Ketchum. The entities have indicated a willingness to help preserve the needed right-of-way in addition to limiting access along this arterial, once the need is identified and approved as part of an official study. The scope of work would include adequate public involvement to provide identification of viable isolated alternatives and estimated right-of-way requirements based on typical sections and cuts and fills.

It is not entirely necessary that the location study identify and prioritize specific projects, as continued support and coordination with the Blaine County Transportation Committee will fill that need. The study is estimated between $100,000 and $125,000.

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

RES. NO. TB97-86 WHEREAS, the need for a location study has been identified and is supported by the communities of Bellevue, Hailey, and Ketchum, and

WHEREAS, the Blaine County Board of Commissioners have indicated their support in a letter sent directly to the Transportation Board (suspense item #B97-369 dated July 31, 1997); and

WHEREAS, the scope of work for the location study will produce a document developed and accepted through local public involvement that will be used as a guide for improving SH-75 well into the future; and

WHEREAS, the Transportation Board has made available unallocated State Funds to address special needs that arise during the year; and

WHEREAS, the FY99 State Funded Unallocated Account balance is $2,000,000.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the use of $125,000 from the Unallocated Account to add a SH-75 location study project in Blaine County to the FY99 State Funded Program in the amount of $125,000 and authorizes staff to reflect these changes in Supplement 98-2.

Vice Chairman Mitchell questioned the amount identified for Preliminary Engineering for the US-12 passing lanes and the US-95, East Port to Jct. SH-1 projects. He would like to advance these projects, which may require increasing the PE amount. Staff will review.

District 5 Request to Switch a FY98 State (ST) Project with a FY00 State Restricted (STR) Project. Pavement testing performed on US-91, Agency Road to South Blackfoot Interchange, key 6598, indicated a very strong pavement section with only minor rutting. This project is a minor rehabilitation project in the FY98 State Program for $1,070,000. Construction of the project could be delayed several years and the money used to rehabilitate a more critical section of road. District 5 proposes delaying this FY98 project to FY00 in the STR Program and advancing US-91, Franklin County Line to Redrock, key 7003. This project is currently in the FY00 STR Program for $1,070,000. No overall increase in funding is required for the requested switch in projects and the program balances in the ST and STR Programs do not change.

Member McClure made a motion, seconded by Member McHugh, and passed unopposed, to approve the following resolution:

RES. NO. TB97-87

WHEREAS, it is in the public's interest for the Transportation Department to accomplish a current, realistic, and fiscally constrained State Funded Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available State Highway funding; and

WHEREAS, the proposed changes to the FY98-01 State Funded Highway Development Program bring the FY98 State Highway Programs within the current available funding levels.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves advancing the US-91, Franklin County Line to Redrock project, key 7003 to the FY98 State Program and delaying the US-91, Agency Road to South Blackfoot Interchange project, key 6598, to the FY00 State Restricted Program, and authorizes staff to make the appropriate changes to the approved Highway Program, and to reflect these changes in Supplement 98-2.

Revisit District Funding Targets. Because of the recent emphasis on US-95 and funding improvements specifically for this highway and the perception that US-95 has not received a fair share of funds, Member Smith asked to revisit the district funding targets. He said if the money is divided equitably, conflicts may be avoided because each District would receive the same amount of money. Member Combo asked how the current formula takes care of capital improvement projects. Highway Programming Manager (HPM) Dave Amick said approximately $31 million is identified for pavement resurfacing, then other projects are identified with the remaining funds. Staff tries to do this on an equitable basis.

Member Miller suggested setting aside money up-front for major projects before allocating funds to the Districts. Member Smith said 90% of the funds could be allocated equally to the Districts and the remaining 10% could be identified for capital improvements. This 10% should be distributed equitably, statewide, over time. Director Bower recommended revisiting this issue after the reauthorization of ISTEA. The new act may provide emphasis areas, additional money, and/or additional flexibility. The consensus of the Board was to revisit this item after the reauthorization of ISTEA.

Request for Consultant Services. In the fall of 1996, the Board directed the Consultant Administration Engineer to track the use of the Term Agreement List. At that time a limit of $250,000 was placed on all term agreements for the life of the term agreements. Using the term agreements list when possible in place of advertising for project development has proven to save from six weeks to three months' time in getting a consultant on board.

With the increasing needs of the Department and the potential for an increase in federal funds, the term agreement list is becoming a more and more valuable tool. The last term agreements were entered into in 1996. Since that time, most of the consultants on that list capable of performing full project development work have exhausted their term limits. CE Ross proposed changing the accumulated amount of professional agreements and work tasks relating to a specific project and term agreement limits, including: a maximum total of $500,000 for the life of the term agreement; a maximum single work task limit of $250,000; a maximum accumulated amount of professional agreements and work tasks relating to a specific project of $500,000; and a term agreement period of two years.

Member Combo made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-88 WHEREAS, the Idaho Transportation Department has committed to utilizing consultant engineers as a tool for the timely and efficient development of bridge and highway projects; and

WHEREAS, ITD is committed to meeting the schedules as presented in the Statewide Transportation Improvement Program; and

WHEREAS, the use of the term agreement list saves time and therefore, money; and

WHEREAS, the future federal spending authority may increase; and

WHEREAS, the pool of consultants who can perform work under the existing term agreements is rapidly diminishing due to reaching the term limit.

NOW THEREFORE BE IT RESOLVED, that the term agreement limits for consultant services will be changed to $500,000 for a two-year period with a maximum single work task of $250,000 and a maximum accumulated amount of all professional agreements and work tasks on a single project of $500,000; and

NOW THEREFORE BE IT FURTHER RESOLVED, that Board Policy B-06-08, Professional Services Agreement, will be altered to reflect these changes.

Contract Awards. Member McClure made a motion, seconded by Member Combo, to ratify the approval of the following construction contracts:

NH-F-3111(039), key 2627 – US-95, Canyon County Line to I-84, Payette County, District 3. Low bidder: Steelman-Duff, Inc., Clarkston, Washington - $5,624,766.04.

STP-M-7553(004), key 4453 – Federal Way, Vista to Overland, Ada County, District 3. Low bidder: Nelson Construction Company, Boise, Idaho - $3,350,379.70.

and to approve STP-IM-15-3(092)135 and STP-IM-15-3(093)135, keys 6466 and 6472 – Roberts to Sage Southbound and Roberts to Sage Northbound, I-15, Jefferson County, District 6. Low bidder: Western Construction, Inc., Boise, Idaho - $4,292,037.86.

Discussion of Policy for Bypassing Cities. CE Ross outlined the procedures for old roads when alternate routes are constructed. Alternate routes, adjustment of maintenance responsibilities, and other modifications in designating state and local roadways have been addressed in Idaho Code and various Board Policies. CE Ross believes an additional policy addressing alternate routes would need numerous variables and more than likely would not clarify or simplify the process that is currently being used.

Vice Chairman Mitchell suggested tightening the policy and requesting local entities to add the old route to their system if an alternate route is constructed. Member McClure, however, believes that one of the Board's responsibilities is to move traffic. If an alternate route is necessary to more effectively and efficiently move commerce, he believes such a route should be built regardless of the local entities' position on the relinquishment of the old route. Member Smith added that the local jurisdictions have to add mileage to their system and it may be unrealistic for the Department to have a strong opposition to adding mileage. Vice Chairman Mitchell emphasized that additional mileage is additional work for ITD, and the Department is

understaffed and current employees are overworked. With the growth the state is experiencing, Member McHugh believes the Department needs to be open to adding mileage to its system.

Member Smith made a motion to revise Board Resolution 96-71. Member McClure seconded the motion. Due to uncertainty as to the revised language, Member McClure made a motion to table this item until the language could be clarified. Member Miller seconded the motion and it passed unopposed. (See later minute entry.)

Member Combo mentioned recent letters from state legislators regarding differential speed limits for cars and trucks. He commented that the Board discussed this issue at length when the speed limits were increased over a year ago, and the consensus was to not have different speed limits. Chairman Winder concurred.

Chairman Winder asked staff to perform a speed study on I-84 from Broadway Avenue in Boise to the Isaac's Canyon interchange.

Vice Chairman Mitchell said the city of Riggins has recently requested a bike path. He believes the Department should solicit applications for Enhancement projects. Director Bower believes the reauthorization of ISTEA will include an Enhancement Program and that it may be timely to seek applications.

Vice Chairman Mitchell made a motion, seconded by Member Miller, to reactivate the Enhancement Program and have staff seek applications for funds. Member Combo suggested the applicants be informed that these projects would be funded with the new act and the types of projects eligible for funding should be included. The motion passed unanimously.

Executive Session on Legal and Personnel Issues, Section 67-2345(f) and (b), Idaho Code. At 11:40 AM, Member Miller made a motion, seconded by Member McClure, to meet in executive session to discuss legal issues with DAG McMahon and personnel issues. The motion passed unanimously.

The Board came out of executive session at 1:25 PM. No decisions were made.

Chairman Winder welcomed Representatives Dave Bivens and Shirley McKague to the meeting.

Delegation – Senator Jack Riggs. Earlier this year, Senator Evan Frasure organized twelve public meetings along the US-95 corridor to discuss the condition of US-95 and SH-55 and determine the support for additional revenue for highway projects. Senator Riggs reported that the consensus of the meetings was that citizens would be willing to pay additional money for specific projects, particularly if there is a sunset clause for those increased fees. Senator Riggs believes projects statewide need to be identified for a proposal to increase fees and that the selection of the projects is the Board's responsibility. He requested assistance with such a list. He added that safety is his biggest concern; commerce will come with improved, safer roads.

Member McClure asked if the additional revenue would be shared with the local entities. Senator Riggs stated that this is a focused approach; these funds would be restricted to the identified list of projects. In response to a question on whether only the counties along US-95 would be willing to pay higher registration fees to improve US-95 only, Senator Riggs responded that that concept has been discussed. He believes it would require a constitutional change, but added that approach would be fairer.

Chairman Winder thanked Senator Riggs for his presentation and for his efforts to increase funding for transportation. The Board took the proposal under advisement.

Coeur d'Alene Chamber of Commerce President John Goedde also emphasized that this funding proposal would be for specific projects for a specific time period and that the additional funds would not be split with the local entities.

Delegation – Representative Dave Bivens and Leslie Madsen. Representative Bivens thanked the Board members for their time. He stated that SH-69 and Amity Road is a critical intersection and improvements need to be made to alleviate safety concerns. Area citizen Leslie Madsen submitted a petition with over 200 signatures in support of improving this intersection. She said it is a major concern.

District 3 Engineer Loren Thomas said staff is still reviewing a study and determining if a signal is warranted. If a project is programmed, Ada County Highway District (ACHD) will be approached to pay for its part of the project.

Chairman Winder thanked Representative Bivens and Mrs. Madsen for their comments. He realizes that area has a high accident rate and this issue was a concern to him as an ACHD commissioner. Staff will continue to review this intersection.

Delegation – City of Payette. Payette Mayor James McCue thanked the Board for the opportunity to speak about the proposed traffic signal at the intersection of US-95 and SH-52 in Payette. This project was previously in the Program, but has been dropped. He submitted petitions in support of a signal and asked the Board to reconsider this project.

In response to the county commissioner's request to move this intersection, Mayor McCue said he is aware of that proposal. He believes that is a good suggestion, but added that a signal is still needed.

The Board asked staff to work with the city and county on these intersection proposals.

Request for Supplemental Agreement, N-HF-3271(037), Key 2793, SH-55, District 3. The SH-55, Fairview to Eagle project has been approved for award and work must commence by December 22, 1997. This project was advanced for construction this fiscal year and time did not allow for the consultant and ITD to expand the effort to secure a 404 permit. Additionally, some information on the right-of-way was not established during the original scope of work. The District is requesting the consultant, Higgins Engineers, secure the 404 permit; clarify right-of-

way revisions; address plans, specifications, and estimate revisions due to the requested A+B contracting; and provide construction engineering support for this fast-track project.

The original agreement for this project was for $372,300. Five supplemental agreements have been issued. A supplemental agreement needs to be issued by ITD for this additional work, anticipated to exceed the allowable $100,000 maximum under Board policy for supplemental agreements. This supplement agreement would be in the amount of $70,000 lump sum, increasing the total agreement amount for this project to $767,300.

Member Combo made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. TB97-89 WHEREAS, according to Board Policy B-06-08, Professional Service Agreements, a supplemental agreement shall not exceed $100,000; and

WHEREAS, special circumstances surrounding the Eagle Road, Fairview to Eagle (SH-55) project requires additional funding to address plans, specifications, and estimates revisions due to the state requested A+B contracting and to provide construction engineering support for this fast-track project; and

WHEREAS, Higgins Engineers has been chosen by District 3 to complete this work.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board agrees with this supplemental agreement and allows Higgins Engineers to complete the work for $70,000.

SH-21 Avalanche Zone, District 3. Maintenance Engineer Clayton Sullivan outlined the recommendations to minimize avalanche hazards to the public and ITD maintenance personnel through the avalanche-prone section of SH-21. The purchase and installation of two additional remote weather stations at strategic locations would cost $20,000. One Bureau of Reclamation remote weather station is located above Banner Summit, but is inoperable and needs major repair. The annual cost of maintaining three remote stations is $13,000.

Forecasting service involves a two-person team ski the ridge above the highway to perform visual and snowpit analysis of snow pack conditions. The frequency of visitation would vary, depending on actual winter conditions, but for estimating purposes, 15 visits were assumed for each winter for a total of $7,500. Because skiing the ridge will not provide safe access to all of the critical avalanche chutes, it is proposed to fly the ridge with fixed wing aircraft following major storms. This would be required an estimated six times per winter at a total cost of $3,600.

Each winter there may be situations when snowpack analysis indicate that the potential for avalanches is increasing, but it is indeterminate about the actual likelihood of avalanching. In these situations, it would be appropriate to accomplish some tests in critical chutes using blasting agents. It is estimated that this may be necessary four times per winter for a total cost of $8,400. Maintenance Engineer Sullivan said some of these measures are being done now, but the budget would need to be increased to cover some of the additional costs.

In response to what ITD would do for the 1997-98 winter, Maintenance Engineer Sullivan stated some snowpit analysis would be performed, but staff would rely on common sense and err conservatively, as the practice has been in the past. The safety of the public and maintenance crews will continue to be paramount.

Member McClure made a motion, seconded by Vice Chairman Mitchell, to approve the following resolution, with the provision that staff will report back at the end of the 1999-2000 winter season:

RES. NO. TB97-90

WHEREAS, the level of winter maintenance for the State Highway 21 avalanche area states that "these routes shall be maintained at a Level 3 standard until the first danger of avalanche exists. At the onset of avalanche danger the road segment shall be closed and remain closed until all danger of avalanches has ended"; and

WHEREAS, the Transportation Board has requested recommended actions which the Department should pursue to reasonably ensure the safety of motorists and Department maintainers through the SH-21 avalanche area; and

WHEREAS, staff has consulted with recognized experts in the disciplines of snowpack analysis and avalanche safety; and

WHEREAS, staff has developed, through consultation with experts, estimates of cost for initial and annual cost of snowpack and avalanche surveillance designed to provide intelligence in the decisions to keep the road open or closed.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board agrees with staff's recommendation to budget for avalanche forecasting services to be provided by contracting with qualified professionals and to budget for the installation and maintenance of additional remote weather stations all to be in place prior to the winter of 1998-1999.

The motion passed five to one with Member Smith dissenting.

Delegation – Mike Macgowan, Read Ink Outdoor Advertising. Mr. Macgowan said ITD is more restrictive on its outdoor advertising sign regulations than local entities and other states. He asked if the Department could ease some of its restrictions, such as the requirement to be within 600' of a commercial business and the need to be within the use area. He added that the definitions could also be improved.

Mr. Macgowan is exploring other uses for billboards, such as utilizing traffic cameras to provide information to be displayed on billboards. Director Bower explained some of the work being done in the area of intelligent transportation systems (ITS), which is similar to Mr. Macgoawan's proposal. He said he would provide Mr. Macgowan with information on and a contact for ITS. Member McClure added that ACHD is in the process of installing cameras and may be another contact. Member Combo suggested Mr. Macgowan contact the University of Idaho because of its work in this area.

Chairman Winder asked staff to review the outdoor advertising sign regulations and provide a recommendation to the Board.

Statewide Projects for Consideration if Additional Funding is Available. Earlier, the Board asked staff to develop a list of high cost projects in Preliminary Development for prioritization purposes. Such a list might potentially be used to formulate strategies for scheduling high-cost projects into appropriate Program years in the event additional funding is available in a new highway act or from other sources. HPM Amick provided a list of projects a focus group developed, with consideration given to relieving congestion, continuity to other projects, public demand, and interest in the Program. He added that the District Engineers have reviewed the list and helped provide information such as cost and time frames.

Member Smith commended staff for the project list, but added that the list is not prioritized by the Board. Member Miller believes the Board needs to prioritize the list, rather than the legislature. Member McHugh believes there is merit in identifying specific routes for prioritization. Chairman Winder suggested establishing some prioritization, such as saying the top third projects on the list are a higher priority than the second third. Vice Chairman Mitchell believes it will be difficult to get additional revenue during an election year. Another factor is the reauthorization of ISTEA and the perception that Idaho may receive additional federal funds. Member Combo expressed concern that the list has not been published for public comment and review. Director Bower reiterated Senator Riggs' request for the Board's assistance with a list of projects to fund with additional revenue.

Member Smith made a motion to recognize the list of projects put together by staff, and although all of the projects are worthy projects, the list has not been prioritized by the Board. Member Combo seconded the motion. Vice Chairman Mitchell thinks the list looks prioritized and others may have that perception. Member McHugh said he could not support a motion that does not prioritize the list. The consensus of the Board was to hold this item until tomorrow. (See later minute entry.)

WHEREUPON the meeting recessed at 4:25 PM.

December 19, 1997

The Transportation Board meeting reconvened at 8:10 AM at the Transportation Department in Boise on Friday, December 19. All members were present.

Corridor Preservation Revolving Account. The Board previously asked staff to look into a budgeting/expending mechanism for corridor preservation funds. A separate revolving fund could be established, coordinated by the Headquarters Right-of-Way Section, and initially funded at $1 million with a cap of $5 million. Revenues from the sale of surplus property ($200,000) and from property rentals ($200,000) plus $600,000 from the $1.6 million derived from interest on the State Highway Account should be allocated to this account in FY99. The funds transferred to the Corridor Preservation Account will come from offsetting reductions in other programs, which have not been identified yet, according to Budget, Policy, and Intergovernmental Relations (BPIRM) Mary Detmar. Under this proposal, corridor preservation funds will be withdrawn from the account to make advance acquisitions of property and federal reimbursements for land costs will be deposited to the account when received from FHWA.

In response to whether this proposal has been coordinated with the local entities, BPIRM Detmar replied that this fund would only be for ITD and that no discussions have been held with the Local Highway Technical Assistance Council (LHTAC). LHTAC Administrator Joe Haynes stated that he has discussed this concept with his council and may pursue legislation for this concept.

Vice Chairman Mitchell asked if the Board will know where this money is spent. Although the details have not been outlined, Right of Way Manager Leonard Hill reported that the Board would be approached for approval before right-of-way parcels are purchased with these funds. Member Smith asked if legislation is required for this separate fund. BPIRM Detmar responded that this could be handled internally, without legislation.

Member Smith made a motion to support the concept of the corridor preservation revolving account and for staff to pursue this concept upon passage of the corridor preservation legislation. Member McClure seconded the motion and it passed unopposed.

Emergency Relief Fund Legislation. Legislation was passed in 1997 to provide an additional $3 million for potential floods with any unused portion to be remitted to the Restricted Highway Fund by December 31, 1997. Many of the estimates for the Emergency Relief projects in Districts 5 and 6 are preliminary; therefore staff is unable to determine the unused portion of the $3 million. Additionally, the term flooding in the legislation was found to be too restrictive and should more appropriately be called “natural disaster” so that damage from landslides, debris flows, etc. could be eligible for the Emergency Relief money. Chairman Winder asked if natural disasters are defined in Code. BPIRM Detmar was not sure, but will look into that.

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

RES. NO. TB97-91 WHEREAS, House Bill 289 passed by the 1997 Legislature allotted $3 million in state match for FHWA and FEMA funds for "potential" floods in 1997; and

WHEREAS, the legislation required that any unused portion of the $3 million be transferred to the Restricted Highway Fund; and

WHEREAS, floods did occur in 1997 in Districts 5 and 6; and

WHEREAS, estimates of flood damage are preliminary and an unused portion of the $3 million is unknown; and

WHEREAS, legislation is necessary to eliminate the requirement that the unused funds be transferred to the Restricted Highway Fund.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board approve the draft legislation for submittal to the Governor.

Presentation to Legislature in 1998. The FY99 budget and annual report to the Legislature will be presented to the Joint Germane Committees on January 22, and the Joint Finance and Appropriations Committee on February 6. Items to be covered include: status of 1995 Transportation Interim Committee recommendations; status of restricted fund and emergency relief projects; FY96 Legislative audit; condition of highway system; ISTEA reauthorization; and FY99 budget information.

Discussion of Policy for Bypassing Cities, Revisited. Member Smith made a motion, seconded by Member McClure, and passed unanimously, to approve the following resolution:

RES. NO. TB97-92 WHEREAS, pursuant to Section 40-310(1), Idaho Code, the Idaho Transportation Board has the power and duty to determine which highways or sections of highways in the state shall be designated and accepted for the purposes of Title 40 as a part of the State Highway System; and

WHEREAS, pursuant to Section 40-203B, Idaho Code, the Idaho Transportation Department cannot take miles off the State Highway System without consent of the local highway jurisdiction receiving the miles of roadway; and

WHEREAS, the Transportation Department has adopted a statewide rating system and priority order for additions to and deletions from the State Highway System; and

WHEREAS, the State of Idaho's 1995 4 cent gas tax and registration fee increase went 50% to local roads and 50% to the State of Idaho; and

WHEREAS, despite the State increases, State revenues from all sources declined, leaving the Transportation Department with fewer dollars to maintain roads and complete projects; and

WHEREAS, the Transportation Department has gone through a legislature required reduction of 100 employees to occur between 1996 and 1999; and

WHEREAS, the Transportation Department is resistant to adding highway miles to its existing system of 5,000 miles without some compensating reduction in miles. A balance of additions to and deletions from the highway system must be considered at a statewide level because it cannot be accomplished within one (1) locality or highway district.

NOW THEREFORE BE IT RESOLVED, based upon the Transportation Department's rating system, the Board feels there are a few roadways off system that should be part of the State System; and several state roads that should be removed and put under local jurisdiction. In order to accomplish additions and removals:

1. Great weight shall be given to an addition that requires no right of way acquisition by the state;
2. If possible, consideration should be given to approximately equal miles exchanged on and off the state system;
3. The additions and deletions are prioritized based on the state rating system;
4. Partnering and cooperative efforts with one, two or more local jurisdictions shall be emphasized; and
5. The Local Highway Technical Assistance Council (LHTAC) be used as a facilitator if acceptable. Further, a small coordinating committee including one ITD representative and one LHTAC representative with other(s) of their choice can be established to work on a proposed exchange to submit for Board approval.

Delegation – Paul Sudmeier, Idaho Motor Transport Association (IMTA). Mr. Sudmeier was invited to brief the Board on legislative issues IMTA will be involved with during the 1998 session. Because IMTA believes the current weight distance tax is expensive to administer and easily evaded, it is proposing eliminating the weight distance tax and replacing it with a two-tiered system. This proposal would increase fixed fees and decrease variable fees. He stressed the need for administrative simplicity, and stressed the new structure would be revenue neutral. The registration fees would increase for trucks between 62,000 and 80,000 pounds with additional weight permits available above 80,0000. Additionally, a diesel tax of six to nine cents would be added.

IMTA also supports increased vehicle weights. He expressed some concerns with the proposed pilot project for increased vehicle weights because of the limit of 118,000 pounds, the pilot project routes should not appear in Idaho Code, Idaho carriers should be able to participate, and a weight of 118,000 may mislead Congress into thinking that weight is acceptable. Mr. Sudmeier urged the Board to increase gross vehicle weights, but to issue permits on a case by case basis, where appropriate, for weights above 118,000.

Chairman Winder thanked Mr. Sudmeier for the presentation.

Briefing on Other Legislation Impacting ITD. Regarding court administration's support for the driver license suspension legislation – DUI related, DAG Mary York reported that the

judiciary has reviewed this legislation. Minor revisions were suggested and if those changes are made, the judiciary would support this legislation.

BPIRM Detmar reported that the American Automobile Association is in the process of implementing a survey on transportation issues. The results should be available before the legislative session. She indicated that early returns show support for an increased gas tax, with a sunset clause, to improve US-95. Other legislative proposals may include moving the Public Utility Commission's oversight of motor carrier insurance and safety to either ITD or Department of Law Enforcement, allowing for a second wildlife license plate, and requiring a person's social security number on a driver's license application.

Chairman Winder thanked Susan Rowe and Damon Darakjy from the Governor's Office for attending the meeting.

Tour of and Presentation by the Motor Carrier Audit Unit. The Board toured the Motor Carrier Audit Unit, heard a presentation of the unit's responsibilities, and visited with employees.

Statewide Projects for Consideration if Additional Funding is Available, Revisited. Member Smith requested the addition of the Buhl to Wendell route to this list. Chairman Winder suggested prioritizing the projects based on readiness. Vice Chairman Mitchell does not think the list should be prioritized by thirds or district or readiness, as any project can be accelerated if need be. All projects are important to the state.

Vice Chairman Mitchell made a substitute motion to send the list of projects with no additional information such as district location, and that the projects are all important to the statewide system. Member Miller seconded the motion. Vice Chairman Mitchell wants the list kept simple and to emphasize that the Board has identified good projects, all projects are important to the statewide system, and the projects are expensive.

With concurrence of Member Miller, Member Smith amended the motion to state the Board supports the list of projects, but has not prioritized the list, however, all of the projects are worthy projects. The motion passed unanimously.

Board Policy B-28-01, Public Transportation Program. Minor changes were made to Board Policy B-28-01, Public Transportation Program, approved by the Board yesterday. Member Combo made a motion, seconded by Member McClure to approve the revised policy. The motion passed unopposed.

Public Transportation Policy Legislation. Proposed public transportation policy legislation for the state has been developed by the Division of Public Transportation and the PTAC. Public Transportation Administrator (PTA) Larry Falkner stated the revisions provide a more comprehensive public transportation policy for the state and defines the state role. Other changes include expanding current legislation to ensure coordination and efficient use of public transportation funds, establishing rules regarding the management and use of state and other funds, and establishing criteria for local financial participation for any state public transportation funds.

Member McClure made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution:

RES. NO. TB97-93

WHEREAS, the Idaho Transportation Board at the July 10-11, 1997 meeting approved the 1998, "Legislative IDEA Submittal Forms" as to concept and authorized ITD staff to develop draft legislation for review and approval, prior to submission to the Division of Financial Management; and

WHEREAS, Section 40-514, Idaho Code the Idaho Transportation Department to improve the efficiency and productivity of publicly-funded transportation services in presently served areas of the state, and further, seek ways and means to extend needed services to un-served areas; and

WHEREAS, the state role in public transportation is to:

- promote, support, and administer federal and state funding for public/private transportation systems and services that will enhance the mobility choices of Idaho citizens;
- encourage and assist local and regional governmental agencies and officials in coordinating and reducing duplication in transportation services;
- encourage and assist state, regional, and local government agencies in mitigating congestion and attaining air quality goals through expanded public transportation programs and services;
- assist local governments in the formation and operation of regional public transportation authorities;
- promote public/private partnerships;
- work through the Public Transportation Advisory Council, the Regional Public Transportation Committees, and the Interagency Working Group to analyze public transportation needs and identify opportunities to coordinate strategies and public transportation services at the state level;
- identify and negotiate solutions to overcome barriers in state regulatory and administrative processes and procedures in order to promote efficiency and effectiveness in public transportation services;
- maintain a comprehensive state plan for public transportation; and
- allocate federal/state funding to projects identified in regional plans and the Statewide Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the proposed draft legislation.

Public Transportation Funding Legislation. PTA Falkner explained a proposed $2.50 surcharge on a motor vehicle certificate of title, currently $8.00, generating approximately $1,150,000 to fund public transportation in Idaho. The Department would present a budget proposal for all funds to be expended from the fund to the Legislature annually, however, all funds must be used for the sole purpose of implementing the public transportation policy as specified in Section 40-515, Idaho Code. The Board shall establish rules regarding the allocation

of state funds appropriated for public transportation. He added that private sector, for-profit public transportation providers are eligible for state funds.

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

RES. NO. TB97-94

WHEREAS, Section 40-514, Idaho Code instructs the Idaho Transportation Department to improve the efficiency and productivity of publicly-funded transportation services in presently served areas of the state, and further, seek ways and means to extend needed services to un-served areas; and

WHEREAS, the Board desires to promote, support, and administer federal and state funding for public/private transportation systems and services that will enhance the mobility choices of Idaho citizens; and

WHEREAS, the Board desires to allocate and administer federal and state funds in accordance with transportation priorities and needs expressed in the state public transportation plan; and

WHEREAS, the Board desires to work through the Public Transportation Advisory Council, the Regional Public Transportation Committees, and the Interagency Working Group to analyze public transportation needs and identify opportunities to coordinate strategies and public transportation services at the state level; and

WHEREAS, the Board will allocate federal/state funding to projects identified in regional plans and the Statewide Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board approves the proposed draft legislation.

Outstanding Volunteers Awards Presentation. Janet Gregory of District 3 was recognized as the Adopt-A-Highway Coordinator of the Year. Other honorees in attendance to receive an award from the Board included: Lilian Pethtel for her participation in the Operation Wildflower program;. Nez Perce County Juvenile Probation Department for its litter pick-up efforts; the Ada Sheriff Inmate Labor Detail Program for involvement in the adopt-a-highway program; and the Twin Falls Moose Lodge for work in the adopt-a-highway program. The following were not able to attend the meeting, but were also recognized for their efforts: the Eagles Hardy Bunch; Mike Ahlers, District 2 employee; Gary Eggers; the Robert Connor family; the John Tippets family; and Harwood Elementary School all for their efforts in the Adopt-A-Highway Program.

The Board extended appreciation to the participants for their work in the Adopt-A-Highway Program and to the statewide program coordinator, Sherie Sweaney, for her efforts.

Employee Survey, Revisited. Greg Smith, Idaho Consulting International, met with the Board to discuss the draft employee survey. The Board members provided comments on the draft. Revisions will be made to the draft survey and presented in January for approval.

Pilot Projects Involving Increased Weights. Based on the criteria for pilot projects involving increased weights as approved by the Board in October 1997, staff identified potential pilot project routes. These routes meet the criteria for infrastructure requirements as well as maximum allowable lengths and off-tracking restrictions based on engineering and feasibility studies. Glenda Fuller, Traffic Survey and Analysis Manager, stated that in selecting routes, consideration was given to access to intermodal facilities, and port of entry and weigh in motion sites to facilitate monitoring of the program.

Legislation would be required to establish authority for the Board to set a maximum gross vehicle weight limit of 118,000 pounds on non-Interstate state highway system routes on a pilot project basis. The Board could also be granted the same authority to set weight limits on Interstate routes if and when the federal limitation of 105,500 pounds is lifted. Upon passage of state legislation, ITD would make the necessary statewide changes for the issuance of permits and registrations at the increased weight limits for approved state routes. The local highway jurisdictions would be authorized to issue their own permits or request ITD issue permits for routes under local jurisdiction. ITD staff would report biannually to the Board and Legislature on the effectiveness of the pilot projects.

The Board members provided comments on the suggested routes.

Member Smith made a motion to defer this item for one month and have staff revise the map and resolution. Member McClure seconded the motion and it passed unopposed.

Idaho State Highway Plan. Planning Services Manager Gary Sanderson outlined the changes made to the draft Idaho State Highway Plan after input from the Board last month. The Board made an additional revision.

Member McClure made a motion, seconded by Member Miller, and passed unopposed, to approve the following resolution:

RES. NO. TB97-95

WHEREAS, the Idaho Transportation Plan, adopted by the Idaho Transportation Board in January 1995, references specific modal plans to be developed in conjunction with the Idaho Transportation Plan; and

WHEREAS, the Idaho State Highway Plan has been developed as a modal planning and reference document; and

WHEREAS, the Idaho State Highway Plan has been reviewed by the Transportation Board, ITD Districts, LHTAC, and the Associations of Idaho Cities, Counties, and Highway Districts; and

WHEREAS, the Idaho State Highway Plan is a resource of state highway features and facilities in a single reference document, is an aid in the annual review and update of the STIP, and can be used to facilitate cooperative state/local transportation planning efforts.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves and adopts the Idaho State Highway Plan.

Memorandums of Understanding (MOU) with Gooding and Twin Falls Counties' Land-use and Highway Jurisdictions Regarding the Proposed Buhl-Wendell State Highway 46 Extension. The Board Subcommittee on Additions and Deletions to the State Highway System has initiated MOUs between ITD and the Wendell Highway District, West Point Highway District, and Gooding County; and between the Department and Buhl Highway District, the City of Buhl, and Twin Falls County. The MOUs, which have been signed by the local jurisdictions, identify and define the cooperative efforts among all parties which are necessary to determine a permanent location and improvement for the extension of SH-46.

Member Smith stated that the Subcommittee has reviewed and endorsed the MOUs. Member McClure thanked LHTAC Administrator Haynes for his hard work in drafting and expediting the MOUs.

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

RES. NO. TB97-96

WHEREAS, the Transportation Board established the Addition/Deletions Subcommittee to work with local highway jurisdictions concerning matters that would add roads to or delete roads from the state highway system; and

WHEREAS, there has been cooperative meetings with local highway jurisdictions and the Additions/Deletions Subcommittee regarding the extension of SH-46 from Wendell to Buhl; and

WHEREAS, all local road and land-use entities are in agreement to work together for a proposed location and improvement of the extension of SH-46; and

WHEREAS, all concerned parties have drafted memorandums of understanding (MOU) regarding mutual commitments.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the MOUs with Gooding and Twin Falls Counties' land-use and highway jurisdictions concerning a permanent location and improvements for the extension of HS-46; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board authorizes the District 4 Engineer to execute said MOUs on behalf of the Idaho Transportation Department.

Signing of Mult-Jurisdictional Automated Preclearance System (MAPS) Base State Agreement. ITD has been participating with Oregon, Utah, and Washington in the development of the MAPS project, and is now seeking formal approval to join the MAPS base state agreement. This project is for transponder equipped vehicles to achieve preclearance in order to by-pass a port of entry. The transponder identifies the vehicle and checks its credentials in the

database, while the weigh in motion checks the weights. If all credentials are in order and the weights are acceptable, the vehicle can continue past the port of entry on the main highway. Vehicles operating with transponders are still subject to random inspections at participating ports of entry. As an addition to this project, regional annual extra-length permits would be issued to triples combinations for the first phase of the project. The permit would be valid for all member jurisdictions that have joined the MAPS base state agreement. Port of Entry Manager (POEM) Alan Frew added that these agreements are a national trend and hopefully will be international soon.

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

RES. NO. TB97-97

WHEREAS, the Idaho Transportation Department supports the development of intelligent transportation systems that are inter-operable between the states and provinces of North America; and

WHEREAS, Idaho and its motor carriers have been instrumental in the development of the multi-jurisdictional Automated Preclearance System that provides guidelines for pre-clearing and bypassing trucks past participating weigh stations.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board accepts the Multi-Jurisdictional Automated Preclearance System base state agreement.

Repeal of Rules and Approval of Permit Conditions as Modified. POEM Frew requested the Board repeal the following rules governing overlegal vehicles and/or loads and establish them as permit conditions in the form of a manual: IDAPA 39.03.01, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, and 25. Rule 01 will remain, with amendments, and reference that all previous rules governing overlegal vehicles and/or loads will be known as permit conditions, and will be contained in the permit conditions manual, and can be purchased from the ITD.

Staff is requesting this change because the current rule making process is very time-consuming, expensive, and lengthy. This change to allow permit conditions rather than rules would allow staff to make required or requested changes in a more timely manner and greatly reduce the cost. The repealed rules would be known as the overlegal permit conditions manual with additions, revisions, and clarifications that have been recommended by staff and industry with regards to the safety of the motoring public and uniformity among the western states in the movement of overlegal vehicles and/or loads. The Board reviewed the substantive changes to the permit conditions.

Member Miller made a motion, seconded by Member McClure, to approve the following resolution:

RES. NO. TB97-98

WHEREAS, the Idaho Transportation Board has the authority under Section 49-1011, Idaho Code, to adopt rules or issue permits for the movement of overlegal vehicles and/or loads; and

WHEREAS, the Transportation Board has the authority to issue overlegal permit and establish conditions of the permit, under Section 49-1004, Idaho Code; and

WHEREAS, the Transportation Board realizes the need for a timely and cost effective system to respond to ht needs of our customers, when requests are made for changes to the permit conditions manual, while keeping in mind the safety of the motoring public and uniformity among the western states in the movement of overlegal vehicles and/or loads.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board grants permission to repeal all rules governing overlegal vehicles and/or loads and utilize that same information to establish permit conditions of overlegal permits.

BE IT FURTHER RESOLVED, that the Transportation Board approves the revised permit conditions manual for overlegal vehicles and/or loads with an effective date of February 1, 1998.

In response to whether industry has had input on this proposal, POEM Frew said the Motor Carrier Advisory Committee reviewed and unanimously approved this item. Member Combo commended Director Bower and staff for publishing more information in manuals and policies rather than in rules, which is a time-consuming and costly process.

The motion passed unanimously.

Hazardous Materials Endorsements. Motor Carrier Services Manager Herb Kinney provided background on the hazardous materials endorsement. These endorsements are issued on a vehicle by vehicle basis to companies that may transport hazardous materials in or through Idaho. If purchased at the One Stop Shop, the endorsement is $3.00, but is $5.00 if obtained at the ports of entry. Of that fee, $2.00 goes to the Department of Law Enforcement to cover the cost of training and equipping Idaho State Police officers and others to handle hazardous materials incidents. This revenue is seriously deficient for Law Enforcement's program as well as the administrative duties of ITD.

The endorsement program does not monitor the transportation of hazardous materials. The only purpose for the endorsement is to produce revenue for training and equipment. To eliminate the administrative burden, it is proposed to eliminate the endorsement and replace it with a small additional fee on all vehicles at the time of registration. The proposed fee is $.75 per vehicle. The Motor Carrier Advisory Committee has approved this proposal and will sponsor the legislation with the Department of Law Enforcement.

The Board thanked Mr. Kinney for the information.

Old Business. Vice Chairman Mitchell reported that the CMAQ Team met on December 5. Because of the uncertainty of this program in the reauthorization of ISTEA, no CMAQ

projects will be solicited. He believes the requirements for CMAQ projects will be tightened, but the CMAQ Team will not make changes until the new federal act is passed.

Ron Kerr, Senior Transportation Planner, provided an update to the Board on Port of Lewiston issues.

Director Bower reported that the Department received a letter from FHWA Idaho Division Office of Motor Carriers regarding Idaho's size and weight evaluation for FY97. One of the findings regarded the de-centralized ports, which will be changed with the transfer of the Ports of Entry from the Division of Highways to the Motor Vehicle Division.

Director Bower also reported that he and Department of Law Enforcement Director Robert Sobba have been working on a joint application for a King Air airplane through the federal government. At a recent meeting, Governor Batt approved this application.

WHEREUPON, the regular monthly Board meeting officially adjourned at 2:45 PM.

signed

CHARLES L. WINDER, Chairman
Idaho Transportation Board

Read and Approved
January 15, 1998
Boise, Idaho