

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

JANUARY 16-17, 1992

The Idaho Transportation Board met in regular session in Boise, Idaho on January 16, 1992 at 8:00 AM in the Transportation Building. The following people were present:

John X. Combo, Chairman - Region 1
 Leon E. Smith, Jr., Vice Chairman - Region 2
 Marion Davidson, Member - Region 3
 Mary F. Detmar, Executive Assistant to the Board
 Sue S. Kaufman, Administrative Secretary to the Board
 Kermit V. Kiebert, Director
 Hugh Lydston, Deputy Director
 G. Keith Green, State Highway Administrator
 Jeff Stratten, Public Information Officer
 Jack T. Coe, Division Administrator - Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The December Board minutes were approved as amended by Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

February 20-21, 1992 - Boise
 March 19-20, 1992 - Boise
 April 23-24, 1992 - District 1

Local Highway Needs Assessment Study. At the December meeting, the Local Highway Needs Assessment Council (LHNAC) requested a second study that would update the data included in the 1986 assessment. As requested by the Board, staff evaluated the request and recommended approval of updating certain tasks of the LHNAC study for presentation to the 1993 Legislature. Funding is estimated at \$445,582, with \$285,582 coming from Highway Planning and Research (HPR) funds and LHNAC providing the remaining \$160,000.

Vice Chairman Smith questioned the timing of this study. He feels it's premature to conduct another study so soon after the first one was completed.

A motion to authorize updating the LHNAC study as requested by staff was passed, with one opposing vote.

Delegation - Nampa City Officials Regarding Area Projects. Mayor Goering and Councilman Starr expressed appreciation for the good job done with available resources. They asked that Karcher interchange be advanced from the preliminary development category to a specific year in the five-year highway development program. In addition, they asked

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that improvement to the intersection with Nampa-Caldwell Boulevard be improved when the latter project is constructed.

Both gentlemen pledged support in the legislature for a sunset on the gasohol exemption and taxing diesel sales at the pump. The Board will send its proposed legislative package and revenue raising measures to them.

Delegation - Moscow City Officials Regarding Area Projects. Mayor Agidius and Council representatives Baron, Comstock, Crookston, and Hodge thanked the Board for the completion of the northbound lane of the couplet and for the upcoming scheduled projects. Councilwoman Baron was concerned about the timing of the south end of the couplet because the hospital is due to expand on the other side of US-95. One councilman asked that the FY94 schedule be retained on the Line Street to Washington State Line project. It was reported that Phase I of the A Street project is designed; Phase II is through the preliminary design stage. The local matching funds are available for that project. A Chamber representative supported the City's request.

The Board will send its proposed legislative package and revenue raising measures to the City. The delegates indicated they could support some of the legislative issues.

Delegation - Buhl Economic Council Regarding Adding the Buhl-Wendell Road to the State Highway System. Several Council members and State Legislators urged the Board to consider adding the highway between Buhl and Wendell to the state highway system. A previous rating of the road was 72 which makes it eligible for state designation.

The Board indicated it would take the matter under advisement and make a decision in a few months.

Director's Report. The proposed JFAC budget presentation was reviewed. Actions needed to increase state construction and assist Law Enforcement include: 1) the gasohol sunset clause; 2) increasing motor vehicle registration and titling administration fees; 3) \$2.6 million from the cash reserve; 4) moving collection of diesel fuel tax to the pump; and 5) restoring Law Enforcement to six percent share of Highway Distribution account. The Board encouraged staff to proceed with the key 1993 budget issues, including obtaining additional engineering positions originally requested. Staff will fax drafts of the JFAC presentation to Board members prior to the January 30 meeting with JFAC.

Director Kiebert gave an update on the Sandpoint North/South project. An outline for the draft EIS has been assembled. A scoping meeting was held in Sandpoint in the middle of December to gather comments from the public and get their views. The meeting was very well attended and ITD staff is in the process of reviewing the citizen comments.

Planting of Potlatch Hill, I-90, East of Coeur d'Alene. Landscaping, including trees, shrubs, and a drip irrigation system, is being proposed on Potlatch Hill for an estimated \$300,000. The City and County agree to maintain it. This landscaping project would be accomplished by a change order as part of the interstate project with interstate funding. No Board action was taken, as SHA Green indicated this was not an unusual change order.

Lunch with the Highway Users Federation. The Board members and staff met with the HUF over lunch to discuss the new federal surface transportation legislation. The Board and staff also talked about issues they'll be working on during the 1992 legislative session to increase the state-funded construction program to receive the maximum federal match.

Meeting with House Transportation Committee. Chairman Combo talked about recent accomplishments of various ITD employees, the new public hearing process, an increased emphasis on environment, and the new federal surface transportation legislation. Questions and comments from Committee members included status of projects, praise for the new hearing process, and proposed administrative rules on public transportation.

Meeting with Senate Transportation Committee. Chairman Combo talked about recent accomplishments of various ITD employees, the new public hearing process, an increased emphasis on environment, and the new federal surface transportation legislation. Comments from Senators included appreciation for staff efforts in answering questions, completion of I-90 by a group of dedicated employees, presentation of administrative rules, new public hearing process, Board approval of Rule 39.C.08 after germane subcommittee recommended against implementation, and payment for damage done by interstate trucks.

Clark Fork East Guardrail Widening, SH-200. Staff proposed a \$95,000 state-funded project to provide shoulder widening and concrete guardrail placement on the section of SH-200 between MP 56.2 and MP 56.9, adjacent to the Clark Fork River.

After viewing a video of this stretch of highway, the Board unanimously approved the \$95,000 state-funded guardrail project. It also placed a \$3.2 million federal-aid reconstruction project, Icicle Cliffs, East of Clark Fork, key number 3285, in Preliminary Development.

Hill Slide South of Bonners Ferry, US-95. The Board discussed a \$100,000 state-funded project to repair the hill south of Bonners Ferry on US-95. This project will be included in the State Construction Program, which will be reviewed during the project update in June.

WHEREUPON, the Board meeting recessed at 5:15 PM.

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The Transportation Board meeting reconvened at 8:10 AM on January 17, 1992, in the Transportation Building in Boise, Idaho. All Board members were present.

Delegation - East Side Highway District Representatives Regarding New Road Between Coeur d'Alene Lake Road and Yellowstone Trail. Commissioner Edinger asked the Board to finance construction of a new road, through donated property, to connect Coeur d'Alene Lake Road (present I-90) to Yellowstone Trail. He did not believe the present highway should become a dead end when the new I-90 is completed. The Highway District would accept maintenance responsibility and jurisdiction of the new road but could not afford to pay for building the road. He also indicated the Highway District would maintain Coeur d'Alene Lake Road through a maintenance agreement with ITD. He suggested the Board issue a change order to the current I-90 contract and believed savings would result because no mobilization costs would be necessary.

Chairman Combo indicated the Board would consider the request during its April meeting in Coeur d'Alene when the entire issue of Coeur d'Alene Lake Road is discussed.

Tour of Right-of-Way Section. The Board members and appropriate staff toured the Right-of-Way Section. The Board appreciated the opportunity to meet these employees and visit with them.

Presentation of Insurance Refund Check. State Insurance Fund Representative Marsha Lucchesi presented ITD's refund check to the Board members. She complimented Safety Program/Loss Coordinator, Cheryl Rost, on the excellent safety program at ITD. The Board commended ITD employees on their safe working practices and encouraged the Safety Coordinator to keep up the excellent work on the safety program.

Quarterly Report on Current FY-Program Obligations. In the first quarter of the federal fiscal year, ITD had obligated \$6.46 million compared to a target of \$33.93 million.

Location of Mountain Home Railroad Crossing, Project No. F-3341(10), Key No. 3550, I-84B. A location hearing was held on October 28, 1991, to receive public input on five alternatives for a railroad crossing in Mountain Home. A copy of the hearing transcript was mailed to each Board member in November.

Without objection, the Board approved the alternate one split underpass as recommended by ITD staff.

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Commercial Frontage Road at Cole/Overland, Project No. IR-84-2(1)(50), Key No. 2521, I-84, Boise. The plans for this project are currently combined with the Interchange plans. Plans, specifications and estimates for the Frontage Road will be created by revising existing plans and developing new sheets as required, at an estimated cost of \$94,164.36.

Without objection, the Board approved an addition to the existing consultant contract for creation of complete plans, specifications and estimates for construction of the Commercial Frontage Road.

Roadside Facilities Program - Annual Update. Board Policy B-05-14 requires that an updated map showing existing and proposed roadside facilities be presented to the Board each year for approval.

Three classification changes occur on the map. Juniper is now indicated for closure, a feasibility study for a site a few miles north in Cassia County is in progress, and the SH-55 site south of Cascade is now indicated to be constructed, following the feasibility study last year.

Planning and programming activity is underway with projects on the next cycle beginning with Malad Summit in 1994, followed by Blacks Creek and Bliss in 1995 for refurbish/reconstruction. New construction programmed in 1995 is a rest area/port-of-entry at Three Mile Junction north of Bonners Ferry.

Discussion followed on whether criteria has been established to create new rest areas, or to improve or close existing ones. Criteria will be developed and presented at the March Board meeting.

The Board approved the updated safety rest areas map, shown in Exhibit 49, which is made a part hereof with like effect, but will review the map again when the criteria has been established.

Consultant Contract to Design US-95 South of Cambridge, F-IR-3112(060), Key No. 3505. This \$3.38 million project to reconstruct and realign 2.5 miles of US-95 south of Cambridge is scheduled for construction in fiscal year 1994. Because of the district's present workload, it does not have the manpower to develop this project. To keep the project on time and maintain the Highway Development schedule, the district is requesting that all areas of design for this project be completed by consultant engineers. The cost to complete the engineering services and the design is estimated at \$370,000.

Without objection, the Board approved \$370,000 for a consultant contract to design the 2.5 mile section of US-95 south of Cambridge.

Oversize Permits to be Issued for Snowplows up to 14 Feet Wide. Rule IDAPA 39.C.24 states the regulations and safety requirements for overwidth, self-propelled snowplows operating under special permit authority. Under this Rule, the maximum width of a snowplow vehicle is 8 feet 6 inches and the maximum width of a blade or sander mounted on a snowplow is limited to 12 feet.

Some counties and highway districts use snowplows that can not comply with the new regulations. It would cause an economic hardship to them if these vehicles had to be replaced with vehicles that comply with these regulations. Rule 39.C.10.7,c authorizes the Transportation Board to consider a petition for the temporary waiver of regulations which are perceived as being the cause of an economic hardship.

Staff requested authorization to issue oversize permits based on economic hardship to snowplows up to 14 feet wide, which exceed the dimensions stated in Rule 39.C.24 if such snowplows were in operation prior to January 3, 1992. It also recommended that such authority extend until Rule 39.C.24 is revised.

Without objection, the Board approved the staff recommendation.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

IR-F-3111(038), Key 2626 - Parma to Payette County Line, Canyon County. Low bidder: Western Construction, Inc., Boise, Idaho - \$5,249,572.92.

BROS-4200(100), Key 4789 - Twin Falls Main Canal Bridge at Milner Dam, Twin Falls County. Low bidder: Ralph Thornton Construction, Inc., Burley, Idaho - \$369,590.90.

IR-84-2(035)95, Key 4470 - Fairfield I.C. to MP 103.5, Elmore County. Low bidder: Western Construction, Inc., Boise, Idaho - \$16,132,716.18.

IRG-84-4(015)222, Key 4634 - I-84 Storm Warning Signs, Cassia County, Idaho and Box Elder County, Utah. Low bidder: Wadsworth Brothers Construction Company, Inc. Salt Lake City, Utah - \$328,380.37.

F-M-7963(020), Key 4192, 11th Avenue Third Street South to Front Street, Nampa, Canyon County. Low bidder: Nelson Construction Company, Boise, Idaho - \$1,489,290.20.

Summary of Pending Legal Cases. The Board reviewed the summary of pending legal cases as presented by Chief Legal Counsel Trabert.

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Illegal Outdoor Advertising Sign, US-89. The outdoor advertising sign was posted and a hearing held pursuant to the request by the sign owner. The owner has subsequently contacted ITD and agreed to comply with the Notice to Remove Outdoor Advertising by painting out the message as soon as the weather permits.

The Board adopted the Findings of Fact, Conclusions of Law of the Hearing Examiner, shown in Exhibit 50, which is made a part hereof with like effect.

Illegal Outdoor Advertising Sign, Soup Kettle Cafe, SH-55. The business's sign was posted by District 3 personnel. A hearing was held, at which the land owner appeared for himself and the sign owner.

The hearing examiner issued proposed Findings and upon reconsideration, a supplemental order. Parties were offered an opportunity to appear before the Board to present their objections to the hearing examiner's findings but have expressed no desire to do so.

The Board adopted the Findings of Fact, Conclusions of Law and Proposed Order and Supplemental Order of the hearing examiner to remove the signs, as shown in Exhibit 51, which is made a part hereof with like effect.

Shelley - City Officials Regarding Two Stops Lights on US-91. City Councilman Crockett presented a video tape depicting the traffic congestion at Fir Street and US-91 and Center Street and US-91. The City is concerned about safety to school children who are either bused or walk across US-91 to get to school. A new high school and expanded industry have caused increased traffic. A crossing guard operates at the Center Street intersection only. Support letters were submitted from INEL, Bingham County, a local citizen and Idaho Operation Lifesaver (UPRR). City officials questioned a recent traffic study that was done by District 5 that indicated that the two new lights are not warranted.

The Board asked State Highway Administrator Green to look into the recent study and the methodology used and report to the Board at the March meeting.

Meeting with Aeronautics Advisory Board Regarding a Replacement Aircraft for the Navajo. Director Kiebert said he'd received enthusiastic support from a couple of state agencies for participating in the funding of the replacement aircraft. Chairman Combo expressed doubts about other agencies pledging money for the aircraft and believes there's a lack of progress on replacing the Navajo.

The request for proposals has been written as well as the specifications. Members Hill and Merrick agreed to make contact with acquaintances on the availability of suitable

aircraft. Bureau Chief Miller will contact Adjutant General Manning about possible surplus military airplanes. The Board asked to review a financing plan that includes a timetable for acquisition, plus available money from ITD and other sources.

Senate Bill 1241 Proposal to Make all Utility Relocations Eligible for Federal-aid Reimbursement. This bill, introduced late in the 1991 legislative session, proposed to make all utility relocations eligible for federal-aid funding. This would have serious impact on the Highway Development Program. Deputy Director Lydston wanted the Board to be informed of SB1241 in case this bill or a similar one is reintroduced in the Legislature.

Drivers License Legislation. A committee of sheriffs is working with the Motor Vehicle Bureau on related drivers licensing issues. Legislation addressing problems of the aging driver are being pursued. Because this issue is controversial, ITD's position is that a legislative approach is more appropriate than rule-making.

Out-of-State Report. The Board reviewed the out-of-state travel requests and had no questions or comments.

Motor Vehicles Bad Check Report Fourth Quarter 1991. Motor Vehicle Accounting processed \$14,472,581.36 in checks during this quarter. Of that amount, \$18,791.13, or .1298%, was returned for collection.

Of the total outstanding returned checks of \$54,139.05, \$11,637.96 was collected by Motor Vehicle Accounting and \$880.31 by a collection agency. Total collections of \$12,518.27 represent a 23% collection rate.

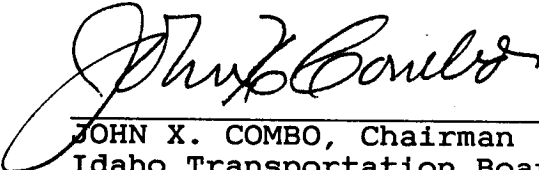
Classified Versus Non-Classified Positions. Chief of Administration Transtrum explored the logistics of converting the Department Bureau Chief positions from classified to non-classified positions. Because Idaho Code does not limit the number of divisions ITD may have, the Board could reorganize the Department to create five divisions headed by non-classified administrators.

Vice Chairman Smith questioned the number and level of non-classified positions in other state transportation departments. This information, along with input from the Bureau Chiefs regarding changing to exempt status, should be presented at the next Board meeting.

Salary Equity. COA Transtrum had been instructed at the last meeting to pursue salary equity among ITD's attorneys and other specialty positions. The Transportation Technician series, which include some of these positions, are currently being reviewed by the Idaho Personnel Commission. Salary and turnover rate will be monitored on an ongoing basis.

The Personnel Commission had been approached to help alleviate the salary equity problem for the ITD attorneys. At this time, the Personnel Commission is not able to help resolve this problem. The Board authorized the COA to appeal the Personnel Commission's decision. It also plans to contact the Governor's Office for assistance in resolving this conflict.

WHEREUPON, the Board meeting adjourned at 4:45 PM.



JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
February 20, 1992
Boise, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

FEBRUARY 20-21, 1992

The Idaho Transportation Board met in regular session in Boise, Idaho on February 20, 1992 at 8:30 AM in the Transportation Building. The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Mary F. Detmar, Executive Assistant to the Board
Sue S. Kaufman, Administrative Secretary to the Board
Kermit V. Kiebert, Director
Hugh Lydston, Deputy Director
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Information Officer
Jack T. Coe, Division Administrator - Federal Highway Administration

New Board Member. Mike P. Mitchell of Lewiston has been appointed by Governor Andrus to the Transportation Board serving north Idaho, Region 3. Mr. Mitchell will serve subject to Senate confirmation. He is currently recovering from surgery but is expected to attend the March meeting.

Board Minutes. The January Board minutes were approved as corrected by the Chairman.

Board Meeting Dates. The following meeting dates and locations were scheduled by the Board:

March 19-20, 1992 - Boise
April 23-24, 1992 - District 1
May - District 5
June - District 3
July - District 6
August - District 2
September - Boise
October - District 4

Director's Report. The Board asked the Director to establish a time schedule for completion of the draft EIS and development of the Sandpoint North/South project. In January 1991, the Board told the Governor that a decision on the project, based on testimony at a public hearing, would be made in March 1992. A new time frame must be communicated to the Governor.

In the past, a bikepath was considered on a project only if there was local support for it. The D&E section has received instructions to require that every project be analyzed to see if there is a need for a bikepath. ITD is exploring its options for either a full-time or part-time bikepath coordinator.

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A request from the Burley Highway District was received to increase the federal-aid funding for the second phase of the 500 South Road project from \$500,000 to \$790,700. Vice Chairman Smith moved to contribute an additional \$200,000 toward the project and suggested that the design standards be reviewed in an effort to scale back the project to keep it within costs. The motion was seconded, and approved, to increase the project cost to \$700,000, subject to review by ITD of the project's standards.

State Highway Administrator Green indicated that information regarding the proposed Valbois development near Cascade and its affect on SH-55 traffic has been shared with the developers and opponents of the resort.

Director Kiebert reviewed the status of state legislation.

Delegation - Local Highway Needs Assessment Council, Study Update. Council Chairman Bill Smith described the Council's reasons for requesting that four tasks be added to the study update approved at the January meeting. He urged the Board to include the additional tasks so that the update would be available for the Board to use when considering project priorities utilizing the new federal funds. It is necessary to change the public's philosophy about roads and how to pay for them, he said. Member Ray Oliver indicated that if the study update was to be undertaken shortly, local jurisdictions would delay any effort to obtain additional funding for road improvements.

Chairman Combo said the Board would revisit the decision on the study update, including the four additional tasks, at the March meeting when new member Mike Mitchell would be in attendance.

Delegation - Ada Planning Association, Regarding Congestion, Mitigation and Air Quality (CMAQ) Funds. Executive Director Clair Bowman outlined Ada County's tentative plans for using CMAQ funds for projects in Idaho's only carbon monoxide and ozone non-attainment area. Of the \$8 million requested projects and the identified \$21 million of needs, he believed \$3.8 million can be funded. Potential projects are in the areas of transit, ride-sharing, pathway, and traffic operations. The APA Board will review the projects at its March meeting and relay its priorities to ITD.

Delegation - Greater Twin Falls Area Transportation Study Committee, Regarding Area Projects. Committee members and Magic Valley legislators introduced themselves. Mike Johnston urged the Board to consider the Twin Falls alternate route for US-93 and US-30 at the March program review. Doug Howard asked for Board approval to use the \$140,000 designated for improvement to Orchard toward the \$775,000 federal-aid project on 3600 North and Blue Lakes Boulevard. Kent Just

wanted the Board to consider widening US-93 south of the US-30 junction to Nevada to four lanes in an effort to alleviate safety concerns. Dick Burwell indicated the Committee supported other area projects: Overland Bridge in Burley and Clear Lake Grade near Buhl.

The Board appreciated the input and asked staff to evaluate each of the suggestions and report back at the March meeting.

Delegation - Bill Onweiler, McCall, Regarding Payette Lakes Trail System. Mr. Onweiler asked for assistance in providing a trail system around Payette Lake. He discussed the ongoing cooperative effort between the Department of Lands, Parks and Recreation Department, City of McCall, Valley County, and U.S. Forest Service. A local property owner has indicated a willingness to donate land for the trail.

Chairman Combo said a bicycle coordinator would be named later this year and would contact Mr. Onweiler with specifics of the new federal funding available and any requirements associated with the money.

Authorization to Initiate Negotiations on Parcel No. 21, Yard 91000, SH-44. The subject property is in the second year of a five-year lease arrangement. The land size is approximately 34,900 square feet improved with a two story office complex and a garage storage building in the rear parking lot. The property has typical site improvements such as paved parking, curb and sidewalks, and landscaping.

Without objection, the Board concurred with the Chief of Highway Operations' recommendation and authorized negotiations for an option to purchase the property which is in excess of \$100,000.

Authorization to Initiate Negotiations on Parcel 133, Project No. IR-F-5116(071), Key 4458, US-95. The subject property is an improved, 3.26 acre tract with a multi-family dwelling, garage, barn, green house, and landscaping. The property is zoned "suburban" although the highest and best use is "as developed". A "before and after" appraisal report was completed.

Upon recommendation of staff and the Chief of Highway Operations, the Board gave approval authorizing initiation of negotiations on the property which is in excess of \$100,000.

Right-of-Way Use Permit No. 5-89-49, Project Nos. F-FG-1481(20) and F-1480(100), Keys A2255 and 4763, Routes I-15B and US-30. Mr. Harris applied for a permit to widen an existing approach and to construct a new 40 foot approach to service his property in 1989. Because of a planned project to widen I-15B and US-30 and to construct a new connection to McCammon, the permit was not acted on at that time.

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During the construction, Mr. Harris was allowed to negotiate with the contractor to widen his existing approach and to construct the new approach during the grading of the roadway widening portion of that project. Retention of the new approach was to be contingent on final approval from the Board and FHWA. If not approved, the approach is to be removed. ITD has collected some money for the appraisal.

Staff recommended that the request to increase the width of his existing joint-use approach to 40 feet and for a new 40 foot approach be approved contingent upon approval of FHWA and receipt of additional appraisal costs that may be due.

Without objection, the Board approved the approach requests. The exchange deed and quitclaim deed will be prepared for Board signature at the March meeting.

Right-of-Way Use Permit No. 3-92-122, Project No. S-3855(1), Key A2596, US-30. The prospective purchaser is requesting a new 40 foot unrestricted approach, which would provide a safer operation both for him and other roadway users.

Without objection, the Board approved and signed the exchange deed.

Right-of-Way Use Permit No. 3-92-106, Project F-3111(3), Key A2543, US-95. Mr. Printz originally applied to the Board in June, 1990 for a new approach to service a proposed new business site.

The Board approved a new approach at that time, contingent upon approval of the access point by FHWA and collection of fees adequate to cover the appraisal and the appraised price of the approach. FHWA has approved the request and money has been collected to cover costs of the appraisal and the appraised value of the approach.

Without objection, the Board approved and signed the quitclaim deed.

Consultant Term Agreements. The Department has developed a list of 32 consultants that have been selected for term agreements. These agreements are for three years and place the consultants on call to the Department for providing services in the following categories: bridge and structure design; roadway design; surveying and mapping; geotechnical and materials; environmental; traffic control, signalization, signing, and lighting; and hydraulics.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

F-RRP-6471(102), Key 3842 - Ucon Interchange, Bonneville County. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$1,750,440.55.

ST-3250(603), Key 5015 - Int. SH-55 and Malt Road, Canyon County. The bid was more than 25 percent under the engineer's estimate, requiring justification. No obvious errors were found in the Engineer's Estimate; however, a mobilization of 3.5 percent was considerably less than anticipated. Aggregate for base and plant mix pavement were also items considerably lower than estimated. The District feels that the reason for these bid prices being lower is the contractor is located very close to the project area. The Board agreed with the staff recommendation to award the contract. Low bidder: Idaho Sand and Gravel, Co., Inc., Nampa, Idaho - \$140,367.10.

ST-15-1(525)21, STM-1707(501), STM-1751(600), Keys 5105, 4572, and 4967 - Deep Creek IC to Colton Lane; Two Mile Road to Weston; and Jct. I-15 to Jct. US-91; Oneida, Franklin, and Bannock Counties. Low bidder: LeGrand Johnson Construction Co., Logan, Utah - \$1,024,501.24.

F-3111(052), Key 4508 - Marsing Port of Entry, Owyhee County. Low bidder: Woodstone, Inc., Burley, Idaho - \$486,955.44.

STM-0001(611), Key 5307 - Coeur d'Alene, Post Falls, and Rathdrum Areas; Kootenai County. The bid was more than ten percent over the Engineer's Estimate, requiring justification. The District recommends increasing the Engineer's Estimate by \$90.00 per mile for SP01 and SP05 to include the cost of traffic control at intersections. This would increase the Engineer's Estimate to 5.3 percent less than the low bid. Coeur d'Alene has been designated as a non-air quality attainment area by the Idaho Division of Air Quality. Road dust from anti-skid has been identified as an element of the problem. Therefore, it is imperative to complete anti-skid material cleanup, brooming, and flushing as soon as possible. Readvertising and rebidding would extend cleanup beyond an acceptable date. The District and Contract Administration Section recommend awarding the contract and the Board concurred. Low bidder: Gem State Sweeping, Coeur d'Alene, Idaho - \$31,457.12.

Status of Partnering. CHO Fiala gave a positive report on the partnering program for project IR-84-2(35)95, concrete replacement on 8.7 miles of I-84 near Mountain Home. Both ITD and the contractor are pleased with this program. They believe it's a good effort to work together and it minimizes paperwork and change orders.

Deputy Director's Report. Hugh Lydston attended the AASHTO winter policy meeting earlier this month. Panel discussions on the new Intermodal Surface Transportation

Efficiency Act were held. Deputy Director Lydston reported on some items of current interest, including Demonstration projects, Enhancement funds, interpretation of the Program Efficiencies section, and Congestion Mitigation and Air Quality funds.

Annual Safety Program Report. Cheryl Rost, Safety Program Coordinator, reported on ITD's Safety Program. She mentioned the dividend received at the January Board meeting from the State Insurance Fund, which is a direct reflection of efforts to prevent accidents and reduce work-related injuries. In addition, the Department's liability insurance is discounted due to the employee participation in Defensive Driving classes.

She also reported on the safety classes available to the employees and the number of people that attended each class during the past calendar year. She feels the employees are all doing a fantastic job of complying with the safety program.

The Board members believe that ITD has a very good safety program and praised Cheryl Rost and the employees for their excellent safety record. They questioned compliance with requirement to provide safety orientation for new employees. This will be discussed at management meetings.

The Board authorized the Safety Program Coordinator to develop a long-range action plan for implementing a statewide employee fitness and wellness program.

Salary Equity. An appeal of the State Personnel Director's decision on attorneys' salaries was delivered to the Personnel Director and he agreed to review the situation. His staff is studying the issue, but no action has been taken to date. The high turnover rate for appraisers and CADD operators was also discussed. Staff needs to check into this further.

Weigh-in-motion Equipment and Software. The Department has been asked to install and operate 13 permanent weigh-in-motion sites statewide as part of the Federal Strategic Highway Research Program (SHRP). Each site will include at least one lane of weigh-in-motion equipment for each direction of travel. Four-lane sites will have two weigh-in-motion lanes and two instrumented for collecting vehicle classification data only. Information collected from the sites will be transmitted to the ITD office via telephone. All data will be used for analysis by ITD staff and will be submitted to the SHRP data base.

ITD received six proposals and the review committee selected Texas Transportation Institute. The estimated cost of the proposal is \$150,000.

Without objection, the Board approved entering into a contract with the Texas Transportation Institute to perform the required work.

Sealcoat Project, North Ketchum to North Fork, Key 5314, SH-75. A \$161,000 federal-aid funded project to sealcoat 7.4 miles of SH-75 has been requested by District Four. The project to reconstruct this stretch, M.P. 129.1 - M.P. 136.5, has been completed. It is standard construction practice to apply a sealcoat on new pavement to preserve the pavement and to provide a good wearing and traction surface for motorists.

Without objection, the Board approved the \$161,000 federal-aid funded project for FY 1992.

Mandatory Motorcycle Helmet Law. The Intermodal Surface Transportation Efficiency Act of 1991 authorized the continuation of highway safety programs. The new safety programs are similar to those in the old act with the major exception of requiring all states to enact mandatory motorcycle helmet and safety belt use laws. Idaho's seat belt law appears to be sufficient. However, the helmet use law currently applies only to persons under 18, and that law is not in compliance with the new requirements.

The new provision is "incentive/penalty", which means that states are eligible for incentive funds in addition to the regular allocation if they pass the laws prior to October 1, 1993. Penalties will be applied to states that fail to have both laws enacted by that date. This penalty requires states to transfer a percentage of their highway funds to safety funds.

There appears to be little sentiment in favor of mandatory helmet legislation at this time. No proposals on this subject will be advanced by ITD.

Out-of-State Travel. The Board reviewed the out-of-state travel requests. Vice Chairman Smith requested that the estimated cost and the travel dates of the trip be included in the report.

WHEREUPON the Board meeting recessed at 4:45 PM.

February 21, 1992

The Transportation Board meeting reconvened at 8:30 AM on February 21, 1992, in the Transportation Building in Boise, Idaho. Chairman Combo, Vice Chairman Smith and appropriate staff were present.

Delegation - Rep. Sessions, Teton County Commissioner Kunz and Targhee Resort Owner Bergmeyer, Regarding Addition of Targhee Road to State Highway System. Mr. Bergmeyer

February 21, 1992

identified the various entities involved in the road: the first 3.5 miles are in Idaho and maintained by Teton County, Idaho; the next 3 miles are in Wyoming and maintained by Teton County, Wyoming; the last 5.5 miles are under the jurisdiction of the U.S. Forest Service and maintained by the resort.

Chairman Combo indicated the staff rating of 37 did not meet the Board's eligibility criteria for state highway designation. (A rating of 70 is needed.) The Board authorized staff to look into all available funding; talk to Wyoming DOT about its plans to put the Wyoming section on its state highway system; and determine if there are any efforts by the Tri-Agency group in Wyoming (WyDOT/USFS/FHWA) to improve the 5.5 miles of Forest Service road.

Financing Plan for Replacement Aircraft. Director Kiebert said the specifications for the airplane and financing have been finalized. Clarification on the bidding procedure was received from the Department of Administration.

The Board asked the Director to postpone agency solicitation of funds but proceed with the request for proposals.

Disposition of the Southeast Quadrant of the West Wallace Interchange, I-90. Staff explored abandoning the southeast quadrant of the West Wallace Interchange as requested by the City of Wallace for development. Due to federal participation in the project, repayment of federal funds in the event of a donation was questioned.

FHWA has agreed that the southeast quadrant can be transferred to the City of Wallace for development, management, and operation without requiring payback of federal funds. However, this transfer would need to meet the criteria set by FHWA.

The Board authorized SHA Green to proceed with the abandonment of the southeast quadrant of the West Wallace Interchange to the City of Wallace for further mitigation of the Interstate project, contingent on requirements outlined in a January 30, 1992 letter from Jack Coe, FHWA.

Proposed Sale of Portion of District One Facility, Yard No. 11000. The City of Coeur d'Alene has requested the Department sell it a small parcel of land, approximately 0.8 acre, near the southwest corner of the new District One Yard for the City's installation of a water tank. The water tank/tower would be constructed and connected to the City water system at City expense and the City would provide all engineering, platting, appraisal, and acquisition services required. The property is valued at \$35,875.00.

Without objection, the Board approved the sale of this parcel to the City of Coeur d'Alene.

Delegation - Norman Funk, Regarding New Rest Area on I-84. Mr. Funk and Mr. Poulton asked the Board to consider a new multi-purpose rest area on I-84 south of the existing Cotterel rest stop and port of entry. They said a new site at the southwest corner of Yale Road and I-84 would alleviate enforcement problems recently experienced at the Juniper rest area near the Utah border, and be a stopping place for drivers during the dust storms which frequent the area. Mr. Funk was willing to sell the property to the department for \$5,000 an acre.

Chairman Combo indicated that in April the Board would be reviewing the criteria for improving existing or adding new rest stops to the state highway system. Mr. Funk's proposal will be considered again at that time.

Tour of Headquarters Supply/Warehouse Annex. The Board visited employees in the Procurement and Material Management Section, the Print Shop, the Motor Vehicle Auditing Unit, and the Public Transportation Section.

Executive Session. In accordance with Section 67-2345, Idaho Code, the Board went into executive session to discuss the evaluation of the staff/employee survey.

The Board came out of executive session at 4:45 PM. No decisions were made.

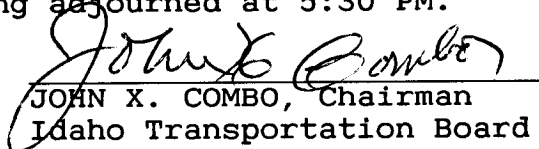
Election of Officers. The existing officers will remain for another year; John Combo will serve as Chairman and Leon Smith as Vice Chairman.

Classified Versus Non-Classified Positions. Discussion continued on the possibility of converting the Bureau Chiefs from classified to non-classified positions. The number of exempt positions in transportation departments of surrounding states that answered the survey varied from 1 to 20. The Chief Legal Counsel clarified what options incumbents have if the positions are converted to non-classified.

ITD's Bureau Chiefs conveyed their thoughts on this subject. The Board appreciated the responses and honesty in those comments.

Chief of Administration Transtrum was asked to identify how those exempt positions in other state DOTs fit in the organization.

WHEREUPON, the Board meeting adjourned at 5:30 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
March 19, 1992
Boise, Idaho

February 21, 1992

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 19-20, 1992

The Idaho Transportation Board met in regular session in Boise, Idaho on March 19, 1992 at 8:00 AM in the Transportation Building. The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Mike P. Mitchell, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Sue S. Kaufman, Administrative Secretary to the Board
Kermit V. Kiebert, Director
Hugh Lydston, Deputy Director
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Information Officer
Jack T. Coe, Division Administrator - Federal Highway Administration
Judie Wright, Senior Financial Analyst - Governor's Budget Office

New Board Member Mike P. Mitchell. Board Chairman Combo welcomed Mr. Mitchell to the meeting. Senate confirmation is expected within a few days.

Board Minutes. The February Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates and locations were scheduled by the Board:

April 23-24, 1992 - District 1
May 14-15, 1992 - District 5
June 25-26, 1992 - District 3
July 27-28, 1992 - District 6
August - District 2
September - Boise
October - District 4

Delegation - Burley Highway District, 500 South Road Project. Senator Darrington explained the importance of the farm-to-market road, as a carrier for school buses and as a connector between local roads. He said the road had deteriorated so that the speed of vehicles was reduced to 30 MPH. Highway District Attorney Smith indicated that right-of-way was being acquired and the project can be ready for construction by fall, if funded. He said the project should not be tied to a previous agreement with Oakley Highway District regarding construction of SH-27 West.

Board Vice Chairman Smith moved, seconded by Member Mitchell, that the second phase of 500 South Road, Project STP-2839(002), Key #4003, be advanced to FY93. Motion carried unanimously.

March 19, 1992

Delegation - Valley County, Warm Lake Road. County Engineer Ankenman provided a history of the road. The 2.8 mile section of road just east of Cascade is the only remaining portion of highway to Landmark to be improved. The road is substandard, narrow and carries heavy logging and recreational traffic. The improvement project began in 1983 according to Ankenman, is ready to complete design. It is the County's first priority for construction.

State Highway Administrator Green said the project was eligible for public lands funding and would be the subject of the Tri-Agency meeting in April. The Department will advise the County of the Board's decision after it receives the Tri-Agency recommendations at the May meeting.

Delegation - McCall City Representatives, Deinhard Lane Alternate Feasibility Study. The Department's consultant from Centennial Engineers outlined the findings of the study. Two design standards within two alignments were identified as feasible for the alternate route south and west of McCall. Mayor Smith indicated the City would be willing to consider assuming jurisdiction of the downtown section if the alternate route was built.

Board Chairman Combo asked that the Aeronautics Advisory Board review the proposed alignments for impact on the McCall airport. The Board also asked staff to look at funding options and provide a progress report at the June Board meeting and to place the project in the Preliminary Development Program.

Delegation - Larry Reed, Reimbursement of Expenses. Mr. Reed described the process of right-of-way acquisition on the Broadway Avenue (US-20) project. He asked that a second appraisal not be done; incidental expenses should be kept out of the appraisal; the right-of-way manager should delegate authority; and he should be reimbursed for incidental expenses and tree trimming.

Board Chairman Combo indicated staff would investigate the suggestions and report back to the April Board meeting.

Director's Report. Board Chairman Combo asked that all staff agenda items be submitted in time so that Board members can have a chance to review the item before they come to the meeting.

Director Kiebert reported that the title fee increase bill had not been passed by the Legislature. The administrative registration fee increase passed. The ethanol bill to sunset the 4-cent subsidy is still in Senate Transportation Committee.

A budget overview revealed an increase of \$12.4 million in state construction; savings from light winter maintenance

of \$1.5 million; and 18 new positions to handle the increased workload from the new federal funding bill.

Deputy Director's Report. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 increased the amount of Federal funding available to Idaho and created new programs. Staff developed a distribution formula to ensure that the local road jurisdictions receive an increase equal to the overall increase in formula-apportioned Federal funds. Deputy Director Lydston plans to work with the three local entities, the Association of Idaho Cities, Idaho Association of Counties, and Idaho Association of Highway Districts, on the proposed distribution method.

The Board will consider the distribution formula and make a decision at its May meeting. It encouraged the Department to maintain a close working relationship with the local entities.

FY93 State Aviation Grants. Without objection, the Board approved the recommended airport projects using state funds. The additional recommended projects were also approved provided money becomes available. The program is shown in Exhibit 52 which is made a part hereof with like effect.

FY92-94 Federal-aid Multi-Year Grant Program. Without objection, the Board approved the recommended airport projects using federal funds for submittal to FAA. The program is shown in Exhibit 53 which is made a part hereof with like effect.

Delegation - Bryan Ravenscroft, Appeal of Board's Denial to Operate Vehicle Combination on SH-75 over Galena Summit. Mr. Ravenscroft indicated that with a new diesel towing unit he can travel the route no slower than 20 MPH on the grades. He said it is economically important for him to be allowed to run this combination rather than operating two separate units.

Maintenance Engineer Sullivan was concerned about the stability of the homemade hitch, and with the safety of the traveling public.

Board Member Mitchell moved, seconded by Vice Chairman Smith, to deny the appeal based on safety concerns. Motion carried unanimously.

Employee Fitness and Wellness Program. A long-range plan to implement an employee fitness and wellness program is being developed. To date, the following actions have been initiated: a review of site facilities at Headquarters and the Districts for possible modifications and enhancements; a review of planned projects to make possible enhancement modifications; survey and review programs other public and

private employers have; and continue and enhance existing wellness programs and seminars. Programs are not only being developed for Headquarters, but also for the Aeronautics Bureau, the Districts and the maintenance sheds. A full-scale plan will be presented to the Board in June.

Compliance with the Americans With Disabilities Act (ADA). As a recipient of federal funds, ITD has been subject to the provisions of the Federal Rehabilitation Act of 1973 as amended since its passage. These requirements are essentially the same as those imposed by the ADA. Currently, it is estimated that ten percent of ITD's buildings, trailers, and maintenance yards will require major modifications to bring them into compliance.

A detailed analysis of each building and the modifications required on each has been initiated. When this is complete, a cost estimate can be made and modifications can be incorporated into the building program budgets and programmed for completion.

At the Headquarters complex, handicap access and accommodation projects have been completed and more projects are planned. Also, the Civil Rights Section is preparing a comprehensive affirmative action plan to assure compliance with ADA and Section 504 of the Rehabilitation Act as it relates to employment and reasonable accommodation.

Surcharge Imposed by State Print Shop. At the February meeting, the Board questioned the surcharge imposed by the State Print Shop on orders processed through them, and by what authority they do so.

Chief of Administration Transtrum explained that this is a common practice throughout state government. Although no specific authority is provided in code, these additives are established by memorandum of agreement or other appropriate notification. Such additives are recognized as a cost of doing business. He mentioned that ITD adds seven percent to the cost of work performed for outside agencies to recover administrative costs.

State Highway Administrator's Report. SHA Green reported on communication staff has had with the Nevada DOT concerning US-93. Nevada has no plans to upgrade US-93 to the Idaho state line beyond its current two lane configuration. With an average daily traffic (ADT) volume in the range of 1200, it is unlikely that Nevada would ever upgrade beyond two lanes. Four lanes are not warranted until an ADT is around 6000. Traffic counts in Idaho are currently 3220 ADT.

East First Street, Project ST-8673(600), Key 4652, Meridian. The City of Meridian has completed reconstruction of this project. ITD, Ada County Highway District (ACHD), the City of Meridian, and an LID provided the funding.

Due to unforeseen sumps and irrigations structures under the old roadway, final costs increased. The City requested a final increase from ITD of \$10,700. ACHD has approved an equal increase.

Without objection, the Board approved additional funding in the amount of \$10,700 for the East First Street project.

Shelley Traffic Lights. At the January 1992 meeting, the City of Shelley requested that the Department install traffic lights at the intersections of US-91 and Fir Street and at US-91 and Center Street. SHA Green was asked to study the request. He reported that these crossings do not warrant lights according to recent traffic studies performed by the District.

The Board directed staff to estimate costs of installing traffic lights and to examine options to share funding of costs with local entities or industries.

Road from Buhl to Wendell. Vice Chairman Smith presented letters he has received from private and public entities supporting the addition of the road from Buhl to Wendell to the state highway system. The Board asked staff to prepare estimated costs to improve the road, identify a possible distribution of costs among affected jurisdictions, determine a proposed funding plan, and present the information for discussion at a future Board meeting.

Install Traffic Monitoring System on ITD's Main-frame and Desk-top Computers. ITD's traffic monitoring system is 25 years old, inefficient to operate, and does not include a system for handling portable traffic data records, automatic vehicle classification, or weigh-in-motion data. New Mexico has an automated system developed by Chaparral System Corporation which would fill ITD's needs.

Staff recommends entering into a contract to install this system on ITD's computers. The contract period is expected to cover the remainder of this fiscal year and extend into FY93 as necessary to complete the contract for a total of \$250,000. Current costs are estimated at \$135,000 and have been approved under the current FY92 Highway Planning Research/Planning Research/Urban Planning 0010(014) Annual Work Program.

Without objection, the Board approved entering into a sole source contract with the Chaparral Systems Corporation to install the New Mexico Traffic Monitoring System on ITD's computers.

Eagle Road, Fairview to Eagle, Project NH-F-3271(37) & (38), Keys 2793 & 2794, SH-55. Development of the Eagle Road project from Fairview to Chinden was placed in the program for completion of design in FY95. Prior to the public

hearing, held February 5, 1992, the remainder of Eagle Road from Chinden to Eagle was added to this project.

The District Design Section has committed all designers to other projects and is requesting permission to obtain a design consultant for this project. The cost for the consultant services is estimated at \$400,000 to \$500,000 for this 4.5-mile project.

Without objection, the Board approved hiring a design consultant for Eagle Road, Chinden to Eagle.

Wye Interchange Design Approval, Project IM-IR-184-1(8)0, Key 2520, I-184. A design public hearing on this project was held in December 1991. Based on the testimony presented at the hearing, this project has been determined to be non-controversial. The design was approved by the Design and Environmental Engineer in accordance with Administrative Policy A-13-02. This approval included constructing a noise barrier system as requested in the testimony.

State Institution Parking Lot and Driveway Improvements. Section 40-310(14), Idaho Code, and Board Policy B-05-15 provide a program expenditure up to \$30,000 annually for the Department to construct, alter, repair, and maintain the roadways in, through, and about the grounds of state institutions. The Department of Administration, Division of Public Works, has requested improvements to the parking lots and driveways at the Department of Lands' facility at Coolin. Work would include asphalt surfacing, resurfacing, and various repairs and replacement of plant mix asphalt areas.

Without objection, the Board approved transferring \$30,000 to the Division of Public Works for design and construction of this project at Coolin.

Right-of-Way Use Permit 5-89-49, Project F-FG-1481(020), Key A2637, US-30. At its February 1992 meeting, the Board approved a new 40-foot approach for Mr. Harris. A letter was then sent to FHWA requesting approval of the new approach.

The appraised value of the approach is \$1,500.00 and appraisal fees are \$1,208.68 for a total of \$2,708.68. FHWA has approved the approach request. Staff asked that the quitclaim deed be approved subject to collection of the appraised value and appraisal fees. The Board approved and signed the quitclaim deed.

Right-of-Way Use Permit 03-92-134, Project S-3855(1), Key A2596, US-30. The current property owner requests that the 40-foot residential approach shown in his deed at Station 58+60 left, but never constructed, be moved to Station 51+11 left, to better serve his property. This change would not adversely affect highway safety.

The Board approved and signed the exchange deed.

Condemnation Action. The Board signed the orders of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
IR-84-2(41)50	107	5123	I-84
IR-84-2(41)50	116	5123	I-84

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

HES-STP-7592(100), Key 4627 - Intersection Overland & 16th, Burley, Cassia County. Low bidder: H.C. & E. Inc, Pocatello, Idaho - \$125,350.00.

STM-90-1(541)45, Key 5306 - Pinehurst to Montana State Line, Shoshone County. Low bidder: Gem State Sweeping, Coeur d'Alene, Idaho - \$48,646.88.

STM-0001(604), Key 5049 - Bonners Ferry, Priest River, & Oldtown Areas; Boundary & Bonner Counties. Low bidder: Aero Power-Vac, Inc., Missoula, Montana - \$35,559.00.

STM-90-1(542)20, Key 5308 - Blue Creek Bay to Cedars POE, Kootenai County. Low bidder: Gem State Sweeping, Coeur d'Alene, Idaho - \$24,381.00.

NH-IR-F-3112(059), Key 3504 - Payette to Weiser, Payette & Washington Counties. Low bidder: Ontario Asphalt & Concrete Inc., Ontario, Oregon - \$2,334,685.55.

STM-3112(587), Key 4506 - Council North, Adams County. Low bidder: Universal Construction, Inc., Emmett, Idaho - \$77,215.50.

IM-IR-84-3(034)136, Key 3718 - W. Bliss IC to E. Bliss IC, Gooding County. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$1,253,256.00.

NH-F-3241(001), Key 3289 - Notus to Jct. I-84, Canyon County. Low bidder: Idaho Sand & Gravel Co., Inc., Nampa, Idaho - \$810,160.50.

IM-IR-84-4(016)222, Key 4635 - Salt Lake IC to Idahome, Cassia County. The low bid was more than 25 percent under the engineer's estimate, requiring justification. This contract is for the removal of the old fence and its replacement. Due to the large discrepancy in bid and estimate prices, the District checked with the fencing project coordinator of the Bureau of Land Management at the Shoshone District Office. He said their contract prices for fencing projects in 1991 were similar to that of the low bidder;

March 19, 1992

therefore, the District recommended accepting the low bid and awarding the contract. The Board concurred. Low bidder: Five Star Construction, Inc., Burley, Idaho - \$31,816.00.

STM-3271(568), Key 3449 - Cascade Hill North, Valley County. The low bid was more than 10 percent over the engineer's estimate, requiring justification. The two items accounting for most of the difference in cost were Construct Concrete Lined Ditch, and Mobilization. Analysis of the bids shows a potential for savings if the project is readvertised. Because the project is not urgent, staff recommended rejecting the bids and readvertising it at a later date. The Board agreed with the recommendation.

WHEREUPON the Board meeting recessed at 5:15 PM.

March 20, 1992

The Transportation Board meeting reconvened at 8:15 AM on March 20, 1992, in the Transportation Building in Boise, Idaho. All Board members were present.

Delegation - Representative Sessions, Targhee Road. The rating of the road was revisited by staff and reevaluated based on the entire length of the road, not just to the state line. The new rating was 54 - still not enough to justify state designation according to the Board-approved threshold of 70 points.

Representative Sessions reiterated the importance of the road to the local economy. He also indicated that an increase in area residents might affect the rating.

The road will be the subject of discussion at the Tri-Agency meeting in April when Public Lands funding is considered. Recommendations from that meeting will be presented to the Board at its May meeting. Any Board action will be communicated to Representative Sessions, Teton County and the Targhee Resort owner.

Delegation - Representative Sessions, Legislative Update. Chairman Sessions indicated the Senate Transportation Committee had unanimously voted to approve HB779 on coordinating public transportation services in the state. He appreciated the help of staff in developing the legislation.

He also believed that SCR118, authorizing a cost allocation study, was a good step forward in determining the fair share to be paid by highway users.

FY92 Interim Update of the Highway Development Program. When the FY92 Highway Development program was approved by the Board in September, 1991, there was not a current federal highway act. It was recognized that FY92 would be an "interim" funding year and guidelines were established to

March 20, 1992

insure uninterrupted progress in the development and construction of highway projects.

Dave Amick, Acting Program Control Manager, explained some of the changes in funding categories and requirements, funding levels, and design standards in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Sufficient information is now known about funding levels to proceed with the approval of projects in Preliminary Development. The jobs in that category can be developed but are not listed in a specific construction season.

Staff recommended \$154.1 million in projects for placement into the Preliminary Development portion of the FY92 Highway Development Program. The second recommendation was for proposed adjustments to the FY92 Construction Schedule and the State Funded Highway Development Program which have been brought about by the 1991 ISTEA and the current status of project readiness.

Without objection, the Board approved both recommendations for the Highway Development Program.

SCR118, Cost Allocation Study. The study would estimate user cost responsibility by:

- identifying highway users;
- examining costs incurred on the highway system by the vehicles using the system; and
- allocating costs to the users of the highway system.

The study is expected to cost \$200,000 and would be funded from the Highway Distribution Account. The Board would appoint a task force to 1) provide direction to the study; 2) select a consultant to do the study; and 3) submit regular progress reports to the Board.

The Board discussed membership of the task force. Member Mitchell had several suggested changes to the recommendations. At least one member each from the Senate and House Transportation Committees would be a member of the task force.

The Director and staff will continue to work on task force membership and responsibility, and report to the Board at or before the next Board meeting.

Awards Ceremony. All Board members participated in the Headquarters employee retirement and service award ceremony.

Local Highway Needs Assessment Council (LHNAC) Study Update. Council members Hanson, Little and Oliver listened to the Board's discussion on the merits and timing of updating the study and the four additional tasks recommended by the Council.

Deputy Director Lydston suggested that LHNAC and ITD staff should review the design standards used in the initial study before the update is commenced. He further recommended that all other elements of the update be reviewed with the goal of reducing the total study cost. Commissioner Hanson believed the proposed update had already been reduced in scope as much as possible but indicated LHNAC would take another look at reductions.

Without objection, the Board approved the Local Highway Needs Assessment Study alternative No. 2 presented at the January 1992 Board meeting with the addition of Tasks 9, 10, 16 and 26 which were presented at the February 1992 Board meeting. The Board also 1) authorized the Council to utilize 1992 to review the approved study tasks with possible reductions; 2) report back at the October Board meeting on the progress of reducing costs; 3) review the design standards and thresholds of improvement; 4) report to the December Board meeting on a final study plan; and 5) commence the study update after January 1, 1993.

Tour of Headquarters Facility. The Board toured the Headquarters' heating, ventilating, and air conditioning systems which were identified in the employee opinion survey as needing improvement.

Legal Report. Chief Legal Counsel Trabert briefed the Board on major pending legal cases.

Out-of-State Travel. The Board reviewed the out-of-state travel requested and had no questions or comments.

Review of MAP. Public Affairs Manager Stratten explained the Media Awareness Program (MAP) being instituted in ITD. The goal of the program is to improve ITD relations with the public by building a closer and more complementary relationship with the news media. The system includes a hotline phone number of ITD employees that will be staffed 24 hours a day, seven days per week to assist in preparing answers to media questions. Instructions to employees on what to do when the media calls and tips to help in an interview have been provided in a brochure.

Miscellaneous Items. The Board asked for the following information to be provided at future meetings:

- ITD's relationship with other state agencies;
- ITD's involvement with the Oregon Trail Sesquicentennial;
- update of the chart on trends in Interstate and non-interstate deficiencies;
- programming of demonstration projects;
- ITD's planning program for compliance with requirements in the ISTEA;
- updated list that identifies the functions that are not currently being reimbursed;

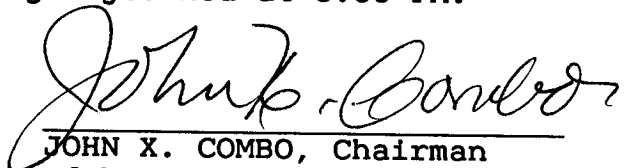
- recalculation of amount and percentage programmed on US-95;
- review of rating criteria for additions/deletions to state highway system;
- explanation of additional construction funds from ISTEA;
- summary of projects that got caught in secondary exchange program;
- administrative costs for Bureau of Aeronautics' expenditures;
- schedule of Aeronautics Advisory Board meetings; and
- joint meeting with cities/counties/highway districts regarding long-range funding and financing.

Demonstration Projects in Bannock and Caribou Counties. In the congestion relief category, \$10.1 million was included in the ISTEA of 1991 for any eligible federal-aid project under Title 23 in the two counties. Deputy Director Lydston suggested that Congressman Stallings be contacted regarding candidate projects. Communication will be made with the counties to advise them of procedures on demonstration projects and the Board Chairman will send a letter to Congressman Stallings.

Executive Session on Employee Issues. In accordance with Section 67-2345(b), Idaho Code, the Board met in executive session at 3:25 PM with the Director and State Highway Administrator to continue discussions on items of concern identified in the employee opinion survey, and action plans to correct deficiencies or weaknesses. No decisions were made in executive session. The Board resumed its regular meeting at 4:40 PM.

Executive Session on Legal Issues. In accordance with Section 67-2345(f), Idaho Code, the Board met in executive session at 4:47 PM with the Chief Legal Counsel to discuss legal matters. No decisions were made in executive session. The Board resumed its regular meeting at 4:52 PM.

WHEREUPON, the Board meeting adjourned at 5:00 PM.


 JOHN X. COMBO, Chairman
 Idaho Transportation Board

Read and Approved
 April 23, 1992
 Coeur d'Alene, Idaho

March 20, 1992

REGULAR MEETING DISTRICT DISTRICT 1 TOUR OF THE
IDAHO TRANSPORTATION BOARD

April 22-24, 1992

The Idaho Transportation Board met in regular session at 7:30 PM on Wednesday, April 22, 1992 in Coeur d'Alene, Idaho at the Holiday Inn. All Board members were present.

Presentation by Consultant Schwarz on Coeur d'Alene Lake Drive. Mr. Schwarz publicly presented his findings after four public workshops and recommendations for what the Board should do with existing I-90 once the new I-90 is completed this fall. He stressed that before any project on Coeur d'Alene Lake Drive is contemplated, a decision must be reached on the extension to Yellowstone Trail as proposed by the East Side Highway District at the January, 1992 Board meeting.

Following the presentation, the Board answered questions from the public.

(See page ²³⁸~~12~~ for Board action on this issue.)

WHEREUPON, the Board meeting recessed at 9:54 PM.

April 23, 1992

The Idaho Transportation Board reconvened in regular session in Coeur d'Alene on April 23, 1992 at 7:00 AM in the District 1 Office. The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Mike P. Mitchell, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
Hugh Lydston, Deputy Director
G. Keith Green, State Highway Administrator
Jack T. Coe, Division Administrator - Federal Highway Administration
Judie Wright, Senior Financial Analyst - Governor's Budget Office
Jeff Youtz, Budget Analyst - Legislative Budget Office

Board Minutes. The March Board minutes were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

May 14-15, 1992 - District 5
June 25-26, 1992 - District 3

April 23, 1992

July 27-28, 1992 - District 6
August 26-28, 1992 - District 2
September 17-18, 1992 - Boise
October 1992, - District 4

Director's Report. Director Kiebert provided an update of legislation passed.

Regarding the memorandums of understanding (MOU) with other state agencies, the Board asked that the Internal Review Section monitor and test the documents to make sure they are workable. Annual reviews should be conducted on all and quarterly review done on high-level issues. Member Mitchell asked about the policy on press releases in ITD and other agencies.

The Board was told that District 2 Engineer Clayton testified to Senator Craig that ITD was not opposed to the Lower Salmon Recreational and Scenic Rivers Act of 1992 provided that specific language is included in the Act that allows US-95 to be improved and maintained, and materials sources provided to the same extent allowed under current regulations.

Member Mitchell reported on the efforts of the Cost Allocation Study Task Force which he chairs. Letters of invitation have been sent to transportation users to serve on the task force. The first meeting will be held June 23, 1992.

Deputy Director Lydston reported that the Board would receive information in June on the status of HB779 establishing a public transportation network. Chairman Combo remarked that Representative Sessions was not interested in setting up a Boise bureaucracy to coordinate public transportation. The chairman of the House Transportation and Defense Committee envisioned, instead, that local groups would provide input to ITD.

Employee Salary Adjustments. The Board members discussed at length the concerns expressed by employees in the opinion survey regarding the previous inequities in distribution of merit or bonus money. Employees have been asked by the Director to help identify problems with the system and recommend solutions. Because a timely decision could not be reached this fiscal year, no merit money will be distributed. The Board members encouraged employees to participate in the problem-solving exercise and if acceptable solutions could be reached, the merit program could be reinstated in calendar year 1992. For the remainder of fiscal year 1992, available money will be used for highway construction projects.

Deputy Director's Report. Deputy Director Lydston reported on the services ITD provides at ITD expense.

April 23, 1992

Unreimbursed services are in a number of areas including county mapping, administering federal aid to local agencies, local road jurisdiction financial accounting for local accounts and distribution of state highway user revenue, local improved road mileage inventory, motor vehicle services, ports of entry, and economics and research.

Presentation of Engineering Excellence Award for the Bennett Bay Bridge, I-90, by the Designers from Howard, Needles, Tammen and Bergendoff. Engineer Myhre described the award received and presented the Board with the owner's plaque. The American Consulting Engineers gave the bridge an engineering excellence award. The bridge has also received recognition from the Portland Cement Association, the American Society of Civil Engineers and the Concrete Reinforcing Steel Institute.

Delegation - Post Falls Highway District, West Riverview Road Project RS-5470(001), Key 3331. Highway District Commissioners asked the Board to accelerate the project from preliminary development so that it could coincide with a local waterline installation. If the project was constructed later, the cost would be considerably higher because the waterline would have to be relocated.

The Board asked for the timetable of the waterline installation and indicated that the project would again be reviewed after that information was received.

Oregon Trail Sesquicentennial Involvement. DDIR Lydston was appointed by Governor Andrus as the ITD representative to this committee. Traffic Engineer Jensen has been designated as his alternate liaison to the committee. Prior to DDIR Lydston's appointment, a study was performed and a report prepared on this subject. Several recommended action items were suggested for ITD in the report; however, the Department has not received any requests from the chairman of the committee to act on any of the recommendations. The committee has been advised that ITD would provide tourist information signing along the state highway system, but that any expenditure of funds beyond that would need Transportation Board approval.

Summary of Pending Legal Cases. The Board reviewed the report prepared by Chief Legal Counsel Trabert.

Status of Department Audits. Since April 1991, 15 audits on Department functions have been completed and eight are still being resolved. The Board requested revising the annual report on audits to include upcoming audits, scope of audits, significant findings of previous year's audits, and what management plans to do to resolve them. Also, a briefing on audit function, addressing the cost of audits being performed vs. the value of the audit, was requested for the June meeting.

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Revision to Board Policy B-18-07, Code of Fair Practices. This policy was updated to add access for the handicapped, in compliance with Federal regulations. Also updated were the state and federal references.

Without objection, the Board approved the revisions to Board Policy B-18-07.

Quarterly Report on Bad Checks. During the first quarter of 1992, \$10,307,879.07 in checks were processed. \$52,012.97 or .5046 percent of those checks were returned for collection.

Of the total outstanding returned checks in the amount of \$93,633.75, the Motor Vehicle Accounting Section collected \$44,159.14, the Legal Section collected \$1,220.00 and the Collection Agency \$712.83 for a total of \$46,091.97. This represents a 49 percent collection rate.

Revision to Rule 39.B.03, Vehicle Dealers' Principal Place of Business. Rule 39.B.03 has been updated to reflect changes in legislation due to House Bill 123, and to require identification of document handling fees charged by dealers.

Without objection, the Board approved the revisions to Rule 39.B.03 and authorized its Executive Assistant to process them through the Administrative Procedure Act.

Increased FY92 Federal Highway Funds. The Board reviewed the information sheet explaining the amount and types of increased funding available to Idaho under the 1991 Intermodal Surface Transportation Efficiencies Act (ISTEA).

Idaho has received \$109.5 million in federal highway funding in fiscal year 1992, an increase of almost 50 percent from 1991. This increase will allow Idaho to spend 37.2 percent more federal money on highway construction. In addition, the state will be able to fund several new transportation-related activities such as traffic congestion, air quality, pedestrian and bicycle paths, scenic signing and improvements in mass transit. Funding has also increased for highway safety projects by 80 percent and bridge projects by 62 percent.

Updated US-95 Project Information. The FY92 multi-year highway development program contains \$172.6 million in planned construction projects for US-95. This highway comprises 28.9 percent of all principal arterial roads, and receives 52 percent of the programmed funding.

Bear River Hill Slide, Project NH-F-1491(009), Key 3206, US-91. The Board members deferred action on this project until May when they'll be touring that area.

Secondary Exchange Program Update. The Board reviewed the list of local road projects that have not proceeded to construction due to a shortage of funds in the old federal-aid secondary program. That program was funded at about \$3.6 million per year, \$2 million of which local entities exchanged for state dollars under the program. Under the new federal lands program, three projects are eligible for funding. Most of the projects will have to be funded from the new surface transportation program.

County Road from Driggs to Grand Targhee Resort. Teton County Commissioners and others have requested the county road from Driggs to the Wyoming State Line be placed on the state highway system. ITD staff contacted Mr. Warburton with the Wyoming Department of Transportation. The road from the Idaho State Line to the resort was not discussed at Wyoming's Tri-Agency meeting. ITD asked the Wyoming DOT to consider reclassifying that portion of the road to a major collector. Mr. Warburton will take it under advisement and look at it when they review other functional classifications in the near future.

In the meantime, additional traffic counts will be taken on the Targhee Road, and staff will be working with the U.S. Forest Service to include the highway on USFS system so that it can be eligible for public lands funding and given consideration at the next Tri-Agency meeting.

Addition of Buhl-Wendell Road to the State Highway System. Action on this item was deferred until the July meeting so staff can explore additional funding sources and mechanisms, and discuss the points evaluation system for adding/deleting roads from the system.

Addition of Road from US-20 Interchange to St. Anthony to the State Highway System. ITD received requests to designate the subject road as a business loop and add it to the state system as US-20 Business. Staff analyzed the proposed Business Route and gave it a rating of 45 out of a possible 100.

The Board concurred with the staff's recommendation to not add this route to the state system. However, the District will erect signs that direct travelers to the business district and identify the services available.

Removal of Old Moyie River Bridge from the State Highway System. In February 1991, the Old Moyie River Bridge was placed under state jurisdiction in order to expend state funds to remove the bridge. Boundary County notified the Department that the bridge has been removed and cleanup has been completed.

Without objection, the Board approved removing the Old Moyie River Bridge from the state system, as shown in Exhibit #55 which is made a part hereof with like effect.

District 1 Tour. From the District office, the Board and staff drove north on US-95 and visited Mrs. Swanson at the Sandpoint project office. After reviewing the current project information, the tour group traveled east on SH-200 to Clark Fork.

Delegation - Idaho and Montana Residents, SH-200. Residents and students of Clark Fork, Idaho and Noxon, Montana met with the Board members and urged them to accelerate the \$3.5 million project that is currently in preliminary development because six fatalities had occurred on the road since 1987. Several people were concerned that trucks speed on the narrow road and cross the centerline, winter maintenance practices leave snow on the side of the road which makes it even narrower, and suggested that signs should be erected to warn travelers of the narrow, windy road.

After meeting with the local people and viewing a video showing winter driving conditions, the Board and staff toured the road.

(See page ²³⁹~~13~~ for Board actions relating to this delegation.)

The Board and staff returned to Coeur d'Alene via SH-200 and US-95.

WHEREUPON, the Board meeting recessed at 5:30 PM.

April 24, 1992

The Board meeting and tour of District 1 resumed at 7:00 AM on Friday, April 24, 1992. All Board members were present.

District 1 Tour. Beginning at 7:00 AM the Board and staff drove south on US-95 past Worley and reviewed the next section needing improvement. The group returned to the District office to continue the agenda.

Delegation - City of Hailey, Improvements to Main Street, SH-75. Councilman Kearns and City Administrator James outlined the proposed project to widen SH-75 through town to four lanes. Local merchants have indicated support for the project and have contributed, with the City, 43% of the project's cost. Application will be made to the Department of Commerce and Development for a community development block grant. The City officials also requested that the project be coordinated with a local storm sewer

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project. The Board was asked to allocate approximately \$700,000 toward the project.

The Board indicated it would prioritize state-funded projects at the June meeting. In the meantime, the officials were asked for a timetable for the sewer project and the status of the block grant application.

Delegation - City of Coeur d'Alene, Improvements to Lakeside Avenue. Mayor Stone, Councilwoman Reed and merchant Jordan explained that the \$740,000 previously allocated for the project had been used to purchase right-of-way needed for the extension of Lakeside Avenue to Northwest Boulevard. That action was taken with the concurrence of the Department. Now, the City requested \$895,000 to complete the work intended for Lakeside Avenue. Local merchants have committed \$750,000 in the form of an LID and the City authorized \$438,700 for its portion of the project.

The Board Chairman indicated that state-funded projects would be reviewed in June and federal-aid projects in September. It is doubtful that a decision could be reached before June. In the meantime, city officials were asked for a complete briefing on all Sherman Avenue and Lakeside Avenue projects built and planned.

Delegation - Ada Planning Association, CMAQ (Congestion, Mitigation and Air Quality) Funds for Ada County. APA Executive Director Bowman and Ada County Highway District Commission Winder asked the Board to authorize as much as possible of the \$4.1 million CMAQ funds to enhance the air quality in Ada County.

Staff told the Board that the Environmental Protection Agency has declared northern Ada County as a non-classified non-attainment area. That designation would allow the Board to allocate the funds to projects in Ada County and also in the STP (Surface Transportation Program). State Highway Administrator Green expected that a thorough analysis of CMAQ funds and the Board's options for appropriation would be available at the June Board meeting.

State Highway Administrator's Report. SHA Green told the Board that truck traffic is using 3600 North in Twin Falls as the detour for the Victory and Singing bridges. He recommended and the Board approved paying Twin Falls Highway District \$275,000 in exchange for the Twin Falls Highway District assuming maintenance and repair of the detour.

Sandpoint North/South Project Status. SHA Green indicated that the first draft of the main body of the draft environmental impact statement is out for federal review. No major delays are anticipated in assembling the draft package for formal review. Comments from the public to the Department have been minimal since completion of the scoping meeting.

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Employee Opinion Survey. Items have been discussed with Bureau Chiefs and District Engineers. Considerable work is going on to arrive at solutions. Employees have been asked to help by participating in task force groups which will look at communications, in-range and merit pay policies, hiring and promotional policies, and ethics and conflict of interest issues.

Safety Orientation for Employees. Safety orientation programs are conducted at least monthly for all new hires in the headquarters complex. The District Engineers were directed to ensure that all new District hires receive proper training in the use of tools and equipment. SHA Green and COA Transtrum will follow up and monitor the program.

Quarterly Report on Current FY-Program Obligations. FY92 year-to-date showed obligations of \$30.49 million, compared to a \$54.96 million targeted. The Department expects to obligate all this year's funds by the end of the federal fiscal year.

Location and Design Approval, Eagle Road (Fairview to Eagle), Project F-3271(37) & (38), Keys 2793 & 2794. A location and design public hearing was held on February 5, 1992. Based on public input and staff recommendation, the Board unanimously approved the proposed location and design.

Design of Clear Lake Grade, Project RS-2709(006), Key 3586, FAS-2711. On January 21, 1992, a public hearing was held on this project. Questions on the planned closing of the existing grade and tying the new alignment into Bob Barton Highway with a tee intersection were raised.

The West Point Highway District reviewed the hearing testimony and approved the design and the response to the hearing comments. That portion of the existing grade not needed for access will be closed. The intersection at Bob Barton will be connected with a curve.

Based on the testimony presented at the hearing, this project has been determined to be non-controversial. The design was approved by the Design and Environmental Engineer in accordance with Administrative Policy A-13-02.

Supplemental Agreement, Mountain Home Railroad Grade Separation, Project F-3441(10), Key 3550, I-84B. The site assessment has indicated the potential for several hazardous waste sites on the selected alternate on this project. Staff requested entering into a supplemental agreement with the consultant Higgins Engineers, to perform services for hazardous waste assessment. The supplemental agreement amount is \$49,000 with a time extension to May 1, 1993.

Without objection, the Board approved the supplemental agreement in the amount of \$49,000.

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Supplemental Agreement, Thama-Wrenco Loop & Wrenco-Dover, Project F-5121(044), and F-5121(019), Keys 0717 & 4178. A supplemental agreement in the amount of \$280,000 to cover additional work in right-of-way, environment, construction staging, traffic control and design has been requested. The additional work is necessary due to the complexity of the project which changed from the initial project scoping and negotiations.

Without objection, the Board approved the supplemental agreement with H. W. Lochner, Inc. in the amount of \$280,000.

Supplemental Agreement, Cole/Overland I.C., Project IR-84-2(1)50, Key 2521. Centennial Engineers submitted Supplemental Agreement #7 for revisions to plans and traffic handling during construction.

Without objection, the Board approved the supplemental agreement in the amount of \$463,000.

Authorization to Initiate Negotiations on Parcel 13, Cole/Overland, Project IR-84-2(1)50, Key 2521, I-84. The subject property, zoned Commercial (C-3), will be a total buyout of an improved, irregular shaped, 1.648 acre tract located at the intersection of the eastbound Overland Road off ramp from I-84 and Overland Road in Boise. Access to the property is from Overland Road.

Upon the recommendation of the Chief of Highway Operations, the Board gave approval authorizing initiation of negotiation in excess of \$100,000.

Response to Larry Reed, US-20. Action on the request to reimburse Larry Reed for expenses accrued on the US-20 project in Idaho Falls was deferred until May.

Status Report on State Railroad Grade Crossing Protection Funds. The FY92 report of funds obligated for improving railroad/highway crossings was presented to the Board. As of March 3, 1992, the balance was \$156,909, with proposed obligations for FY92 totaling \$170,000. There will be no deficit funding in this account; projects will be funded in the order they are received.

Right of Way Use Permit 03-92-140, Project RF-3112(30), Key A0147, US-95. This access point has been in dispute since 1987 and has involved three separate property owners. The current owner has requested permission to retain the approach.

Without objection, the Board gave approval to retain the approach, subject to an appraisal and collection of appraisal fees and value.

Right of Way Use Permit 2-92-042, Project F-FR-4171(7), Key C2629, SH-3. The present owner requested a new access point to serve a proposed residence he intends to build. No operational problems are foreseen with the new proposed approach.

Without objection, the Board approved the approach, subject to an appraisal and collection of appraisal fee and appraised value.

Revision to Rules 39.C.01, Definitions and 39.C.06, Allowable Vehicle Size. This proposed rule change would clarify that Idaho complies with the Code of Federal Regulations by exempting automobile and boat transporters from the laws limiting load overhang to 15 feet from the last axle to the end of the load. It would also amend the definition of automobile transporter so it complies with Federal definition. Section 49-1011, Idaho Code, allows the Board the authority to promulgate rules that exceed the size and weight limits set in Idaho Code if Federal Law allows the larger sizes or weights.

The Board approved this change, to comply with federal regulations on load overhang for automobiles and transporters, effective April 24, 1992, and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Extra-length Combination Request, Jacobson Trucking, SH-45. Extra-length combinations are authorized by special permit to operate on SH-45 with a maximum overall length of 85 feet and a maximum off-track of 5.5 feet. Mr. Jacobson's combinations exceed the 85-foot length restrictions, but it does not exceed the 5.5-foot off-track restriction. The cost of replacing the equipment would currently cause an economic hardship, although Mr. Jacobson stated he could have the equipment replaced by January 1994.

Staff recommended approval of this request because the off-track requirement is not exceeded, so it would not endanger the safety of the traveling public.

Without objection, the Board approved issuance of a special permit which would allow the 88-foot overall length combination to be operated on SH-45 until January 1994.

Guidelines for New/Improved Rest Areas. As requested by the Board earlier, staff developed criteria for justifying existing or new rest areas, improving or deleting existing facilities, and establishing new facilities. Following discussion of these guidelines, the Board requested additional information and consideration of criteria, and deferred further discussion of the guidelines until June.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

STP-M-7411(100), Key 4786 - Olympus Drive, Pocatello, Stage 2. Bannock County. Low bidder: Hunziker Construction Co., Pocatello, Idaho - \$1,378,524.41.

NH-F-4110(101), Key 5004 - Moscow Couplet North, Jackson Street to Main Street, Latah County. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$447,954.96.

IM-IR-84-3(031)216, Key 3714 - Twin Bridges to Salt Lake I.C., Cassia County. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - 1,678,676.95.

STM-6561(506), STM-6471(659) and STKP-6697, Keys 4517, 4561, and 4668 - Jct. US-20 - Montana Line, Elk Creek - Island Park, Source Fr-65-s and Island Park Yard, Fremont County. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$249,903.90.

ST-84-2(521)128, Key 5020 - Snake River Bridge - Bliss POE (EBL), Gooding and Elmore Counties. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$279,991.00.

STP-M-7122(003), Key 3609 - Addison Ave. E., Blue Lakes to Juniper, Twin Falls, Twin Falls County. Low bidder: Gordon Paving Co., Inc. - \$811,877.40.

STP-3710(002), Key 3843 - Sommercamp Road, Stage 2, Owyhee County. The bid was more than 25 percent under the engineer's estimate, requiring justification. The plantmix item represented the major cost difference. The engineer's estimate anticipated a higher price due to the remoteness of the project. Staff believe this bid is reasonable, so recommended awarding the bid. The Board concurred. Low bidder: Idaho Sand and Gravel Co., Inc., Nampa, Idaho - \$509,984.90.

ST-2390(615), Key 5101 - Galena Summit Guardrail, Blaine County. The bid was more than 25 percent under the engineer's estimate, requiring justification. The unit price for the installation of approximately 14,000 lineal feet of new rail was based on statewide averages with an increase for the perceived difficulty of the work and the remote site. The unit price for approximately 6,000 lineal feet of used rail was based on the new rail price, less the suppliers cost for new rail.

Guardrail prices are generally part of a larger contract subject to prime contractor mobilization and markup of 10 percent or more. The guardrail work on this project will not be a subcontract and a reduction to the average prices should have been made. Therefore, the Board agreed with the staff's recommendation to award the bid.

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STM-0003(607), Key 5033 - District Wide Brooming, Boise, Valley, Adams, Idaho, Washington, Payette, Canyon, Ada, and Elmore Counties. Low bidder; Aero Power-Vac, Inc., Missoula, Montana - \$75,962.50.

Vice Chairman Smith requested that staff review Department procedures for accepting single bids on projects and projects which receive two bids which are far apart.

Out-of-state Travel. The Board reviewed the out-of-state travel requests and had no questions or comments.

Request from Bonneville County and State Legislators to Add Road from Ammon to Soda Springs (via Wayan Junction through Bone) to State Highway System. The Board unanimously determined that it was not feasible to authorize a comprehensive study on adding this 50-mile road to the state highway system. A multi-million dollar investment would be necessary to bring the road to a state standard and the Board would not consider the addition under the current funding structure.

Henceforth, the Board asked that all requests for additions to the state highway system be brought to the Board before any action is taken on the request.

Resolution on Coeur d'Alene Lake Drive. After considering the presentation Wednesday evening from Dick Schwarz, the Board members commended him for his service. They further accepted the study's recommendations and authorized staff to evaluate the proposal to connect this section of road to Old Yellowstone Trail Road. Staff will report back to the Board as soon as possible so that the Board can make a decision concerning construction of the connection. The Department was directed to begin development of the project that would employ the basic concepts outlined in Mr. Schwarz' report. Input will be solicited from the Department of Fish and Game and the Department of Parks and Recreation. Funding will be pursued and a recommendation presented to the Board.

The Board's resolution is as shown in Exhibit #54 which is made a part hereof with like effect.

Revised Board Policies. Board and administrative policies are currently being updated and reflect existing Board and management philosophy. The following policies were reviewed and approved by the Board and signed by the Chairman. None contain substantive changes; only updated references.

- B-06-34, Employee Overtime
- B-18-03, Part-time Outside Employment
- B-18-04, Gratuities and Conflict of Interest

Contract Claim, Western Construction, Project ER-F-3271(43), Horseshoe Bend Summit, SH-55. Western filed a claim on behalf of its subcontractor, Graham Reclamation, requesting \$26,738.85 in additional compensation due for the installation of an erosion blanket.

The Board authorized the Chief Legal Counsel to hire a hearing officer or implement an alternative resolution of the dispute.

Actions to be Taken on SH-200. The Board asked staff to 1) identify the trucks using the road; 2) analyze additional signing to advise travelers of the road condition and infrequent bicycling tours; 3) talk with the Idaho State Police captain in Coeur d'Alene about extra enforcement; 4) consider truck restrictions on the road to avoid conflict with passenger vehicles; and 5) analyze winter snow plowing procedures in narrow areas.

District 1 Tour Continued. The Board and staff reviewed the I-90 project east of Coeur d'Alene. After lunch, the Board returned to the District office and met employees and toured the facilities.

WHEREUPON, the Board meeting and tour of District 1 officially ended at 4:30 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
May 14, 1992
Pocatello, Idaho

April 24, 1992

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

May 14-15, 1992

The Idaho Transportation Board met in regular session in Pocatello, Idaho on May 14, 1992 at 8:00 AM in the District 5 Office. The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Mike P. Mitchell, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
Hugh Lydston, Deputy Director
G. Keith Green, State Highway Administrator
Brent Frank, District 5 Engineer
Judie Wright, Senior Financial Analyst - Governor's
Budget Office

Board Minutes. The April Board minutes were approved as amended by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

June 25-26, 1992 - Boise (The District 3 tour was postponed until November due to the large workload expected at the June Board meeting)
July 27-28, 1992 - District 6
August 26-28, 1992 - District 2
September 17-18, 1992 - Boise
October 1992 - District 4
November 1992 - District 3

Director's Report. Director Kiebert indicated an ITD representative will begin attending the Governor's natural resources cabinet meetings. Member Mitchell stressed the importance of having the same person attend all meetings for the sake of continuity of information given and received.

The Director will chair a task force on increased communication between state agencies.

Director Kiebert provided a briefing on the status of acquiring a replacement aircraft. The Aeronautics Advisory Board will be involved in all steps of the acquisition. The Director expects to obtain financing by July so that equipment delivery is anticipated by mid-September.

Director Kiebert and State Highway Administrator Green discussed the progress made on suggestions from the employee opinion survey. Items have been reviewed with District Engineers and Bureau Chiefs. Those individuals have taken action items back to their employees and are obtaining input. Good participation is coming from all levels of employees;

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constructive feedback is being received. Member Mitchell stressed that efforts by management must be meaningful.

On the subject of memorandums of understanding with other state agencies, Director Kiebert indicated they should be finalized by August. Member Mitchell recommended that long-range plans be exchanged between ITD and Parks & Recreation, Fish & Game, and Commerce & Development.

The Director briefed the Board on actions to be taken by staff as a result of legislation passed by the state during the last session.

Cost Allocation Study Task Force. Board Member Mitchell said the task force members are receiving information from the Oregon study, so they can be prepared when they attend the first meeting in June.

Status Report on HB779, Public Transportation. PT Supervisor Reyna and Sue Ohman, Cabinet Member of the Idaho Collaboration Project, briefed the Board on efforts to coordinate publicly-funded transportation and develop a comprehensive plan for public transportation in Idaho. Implementation activities in three areas were outlined: statewide interagency collaboration; local coordination and organization; and state council and internal organization. Suggested membership on the regional councils and the state council will be provided at the June Board meeting.

The Board believed that the Public Transportation Manager should be considered an exempt position because it deals with high-level, publicly sensitive issues. Staff was asked to make a recommendation at the June meeting on organizational structure.

Bicycle Coordinator. Vice Chairman Smith indicated that the 1991 ISTEA focused on getting vehicles off the road because monies have been dedicated to bicycle paths. The new federal transportation act reaches farther than bike paths alongside the highway. He believed that the Department needed to establish a coordinator position as soon as possible and suggested it is necessary to advise the local entities that funding is available. He further suggested that volunteers should be secured statewide as an advisory group to the department on bicycle activities. He asked that a job description be developed for a bicycle coordinator and an organization structure be recommended for Board consideration at the June meeting. All Board members concurred that the position should be exempt because it is of a high-level nature and will be self-directed.

State Highway Administrator's Report. SHA Green reported on the Sandpoint North/South project. The draft EIS is on schedule and no major delays are anticipated in assembling the draft package for formal review.

Highway Safety Improvements on SH-75. SHA Green informed the Board of requests received to make highway safety improvements and to consider a 28-foot roadway width on SH-75. Project estimates for the construction of SH-75 from Stanley to the Clayton Ranger Station have been submitted, based on material source locations and types of construction required on each project. In the interest of public safety and recreational development in the area, these projects would be beneficial. Possible funding sources include: forest highway funds, scenic byway funds, and STP funds.

The status of improvements to SH-75 will be communicated to the delegation who met with the Board in Challis in October 1991 and to other interested parties.

Status of Highway Projects on US-12. An update on the paths mentioned by Chairman Combo in December 1991 on US-12 was given by SHA Green. ITD has not received a revised copy of the Memorandum of Understanding between the Forest Service and Montana Department of Highways. Path two consisted of moving the Sherman Flats to Warm Springs project (MP 128 to 151) from FY94 to FY92. ITD expects this project to go to contract this summer.

The third path emphasized a long-range plan. District 2 has been working with the Clearwater Forest on including US-12 in the Forest Service's Forest Management Plan. Individual environmental documents will be required on all future projects, and structures and/or retaining walls may be required in lieu of placing fill in the river and/or excavating the hillside. This information will be used during the design of projects. Additionally, the Design and Environment Section is working on the issues of transportation of hazardous material and construction of a bike path.

Response to Larry Reed, West Broadway Avenue, Idaho Falls, US-20, Project IR-F-6423(7), Key 2886. In March, Mr. Reed asked for reimbursement for tree trimming and additional incidental expenses incurred during this project. He also made suggestions on ITD's procedures on second appraisals and acquisition authority.

After careful deliberation, the Board members denied the claim for reimbursement for incidental expenses and tree trimming. They also decided to leave the policies on appraisals and acquisition as they are.

Distribution of Formula Apportioned Funds for Local Road Jurisdictions. The 1991 ISTEA increased the amount of federal-aid highway funding available to Idaho and created new programs. ITD staff developed a proposal for distribution of federal funding allocations to local road jurisdiction projects under the new Act.

The Board approved the recommendation for distribution of 1992-97 federal-aid funds to local federal-aid highway and bridge projects, including 10 percent enhancement funds as follows: \$39.6 million each to the state rural highway program, the local rural highway program, and the urban (over 5,000 population) local program. The Board members also acknowledged the LHNAC recommendations for local design standards review and the consideration of Congestion Mitigation and Air Quality (CMAQ) funding for local projects in cities under 5,000 population.

State Air Quality Implementation Plan Update. The Ada Planning Association (APA) and the Department of Health and Welfare's Division of Environmental Quality (DEQ) recommended that ITD contract directly with DEQ to update the state air quality implementation plan (SIP) rather than subcontracting through APA. The SIP must be updated in compliance with EPA requirements in order to void the sanctioning of highway funds.

Without objection, the Board gave approval to negotiate and contract with DEQ to update the SIP. The agreement amount is not to exceed \$326,000 in federal funds (92.66 percent), and the local match (7.34 percent) is to be provided by others.

Federal Transit Administration (FTA) Grant Application, Section 8 and 26(a)(2) Funds. Section 8 funds are for planning activities in urbanized areas while the Section 26(a)(2) program funds are for statewide planning and technical studies. Before the 1991 ISTEA, these two sections were covered under one program.

The planning funds made available to Idaho by the FTA (formerly the Urban Mass Transportation Act) for FY92 under Sections 8 and 26(a)(2) total \$219,558 in federal funds. The Public Transportation Section has developed a program of projects that includes \$204,829 in federal funds and \$51,208 state/local funds for a total of \$256,037. The remaining \$14,752 in Section 8 federal funds will be made available to metropolitan planning organizations (MPO) for FY93.

Without objection, the Board approved execution and implementation of FTA Grant No. ID-80-X001 for Section 8 and 26(a)(2) funds.

FTA Section 9 Application - Idaho Falls. With the implementation of the 1991 ISTEA and Idaho Falls being classified as an urbanized area, the city of Idaho Falls did not have an MPO in place in time to apply directly to the Federal Transit Administration for funds. The Public Transportation Section requested permission to apply for the Section 9 funding apportioned for the Idaho Falls area for this year only. Funding in this application includes a request for \$221,700 in federal assistance to be matched by

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\$101,340 in local matching funds, for a total project obligation of \$323,040.

Without objection, the Board approved the request to apply for Section 9 FY92 funding for continued transit services in the Idaho Falls urbanized area.

Trends in Interstate and Non-interstate Deficiencies. The Board reviewed charts depicting interstate and non-interstate deficiencies from 1986 through 1991. Two levels of deficiencies were shown, including: percent of roadway with deficient pavement, and percent of roadway with deficient pavement and deficient width. The analysis was based on a total of 1,224 directional miles on the interstate and 4,393 miles on the non-interstate system.

Federal Lands Program Update. The Tri-Agency group, comprised of ITD, the US National Forest Service, and the Western Federal Lands Highways Division (WFLHD), met in January and April 1992 to update the FY92-94 Federal Lands Program. The 1991 ISTEA made some modifications to the funding process. However, the Tri-Agency group members agreed to operate under existing agreements and procedures until pending federal interpretive regulations and guidelines are published.

Idaho received \$2.5 million in Public Lands discretionary funding in FY92 to be used on the FH-24, Banks to Lowman project. Special projects funded by the US Congress, US-93, Lost Trail Pass and FH-50, and St. Joe River Road, will be designed and constructed by WFLHD.

The Tri-Agency members discussed Targhee Road as a potential Forest Highway project, but stated that it is not currently a high priority.

The Board concurred with the approved FY92-94 Federal Lands Program as presented. That program is as shown in Exhibit 56 which is made a part hereof with like effect.

Advancement of West Riverview Road, Key 3331. This project is a reconstruction and realignment project in preliminary development. It has been funded to date for preliminary engineering and right-of-way costs only. The total cost of the project is \$1,640,000. There is enough room in the FY92 construction year to advance this project, and the project can be made ready after the plans, specifications, and estimates are updated.

Scheduling the project now will allow roadway construction to coincide with the installation of a new water main to the city of Post Falls.

Without objection, the Board approved advancing the West Riverview Road, Kootenai County, from preliminary development to the FY92 construction year.

Advancement of Ferdinand to Lawyers Canyon, Key 2502, US-95. This project, currently scheduled in FY93, can be ready in FY92 at a cost of \$7,170,000. It would displace the US-95 Kootenai Cutoff through Colburn, which will be delayed to FY93 because of the extensive right-of-way required and the difficulty of purchase negotiations.

Without objection, the Board approved advancing the Ferdinand to Lawyers Canyon project from FY93 to FY92 and moving Kootenai Cutoff through Colburn from FY92 to FY93.

Renewal of Internship Program Agreement with Boise State University. This agreement will provide student interns and faculty support needed for database development, model testing, and support work for the highway performance monitoring system, pavement management, highway needs, highway statistical analysis, and new coding and editing activities in the development of databases for local government road inventory files.

The contract will commence on July 1, 1992 and end on June 30, 1993. The total cost is \$258,182 and is to be funded out of the HPR funds in the 1993 annual work program and budget.

The Board unanimously approved the internship program agreement with Boise State University.

I-90 Advisory Sign and Weather Stations, IM-90-1(185)18, Key 5322. This project will provide a changeable message sign near Silverton, three ice detection/weather monitoring stations, and curve safe speed advisory signs on I-90 at a cost of \$500,000.

Without objection, the Board approved placing the I-90 advisory sign and weather stations project in the FY92 interstate construction schedule for the amount of \$500,000.

Location and Design of Pocatello Creek, Alameda, Hilene and Jefferson, Project HES-7121(004), Key 4428. A public hearing was held on January 8, 1992 with reasonable public support, although concern was raised that congestion from left turns at the adjacent tee intersection of East Alameda on Jefferson was not adequately addressed.

The Board, having already reviewed the hearing testimony and listening to a briefing by District staff, approved the final design with planned improvements and raised median and left turn prohibitions to and from East Alameda.

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Right of Way Use Permit 1-92-084, Project F-5116(10), US-95. This request is for a public road connection to service three lots of a proposed eight lot subdivision. The other five lots would be serviced from an existing parallel county road.

Without objection, the Board approved the approach request subject to an appraisal.

Approach Permit, Project BR-F-2392(30), Key 260, SH-75. When the right-of-way was purchased for this project, the original plat for this parcel indicated access to Lot 1 through another parcel owned by another party. Because the access was addressed in the plat, it was not considered in the appraisal nor was it a concern in the negotiation and settlement of the parcel.

The property from which access was to be given has since changed hands and been replatted without an access road to Lot 1. A temporary approach was given to the property owner in January of 1985 pending settlement of an access point.

The Board approved the request for a new approach and signed the quitclaim deed.

Revision to Board Policy B-05-33, Unauthorized Signs and Other Encroachments on Right-of-Way. Following Board direction, staff modified Board Policy B-05-33 to specify that owners of unauthorized posters are to be notified and directed to remove their posters. If the posters are not removed within 48 hours of notification, the posters will be removed by Department personnel.

Without objection, the Board approved and the Chairman signed the revision to Board Policy B-05-33.

Revision to Board Policy B-14-02, Roadway Widths. This policy was updated to align with the 1991 ISTEA. In the past, the policy was only a guide; now it will be a guide for highways on the national highway system (NHS) and a standard for non-NHS highways.

Without objection, the Board approved the revision to Board policy B-14-02.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

ST-86-2(511)36, Key 2565 - Rockland Road IC to IGO, Power County. Low bidder: H-K Contractors, Idaho Falls, Idaho - \$1,557,317.00.

ST-6803(601) & ST-6470(605), Keys 5109 & 5108 - Twin Groves Cnl, St. Anthony; and Islands at Jct. US-20 & SH-47,

Ashton; Fremont County. Low bidder: Cannon Builders, Inc., Blackfoot, Idaho - \$116,881.00.

F-4113(079), Key 2313 - Webb Road to Lapwai, Nez Perce County. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$1,672,222.47.

STM-1530(600), Key 4672 - Bloomington to Jct. US-30, Bear Lake County. Low bidder: LeGrand Johnson Construction Co., Logan, Utah - \$218,063.75.

ST-5140(601), Key 5007 - Heyburn Park West Bound Passing Lanes, Benewah County. Low bidder: KRC Corporation, Hayden, Idaho - \$174,860.10.

ST-2390(616), Key 5102 - North of I-84, Jerome County. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$357,158.00.

NH-M-F-7963(019), Key 3790 - Blaine St. Bridge Repair, Caldwell, Canyon County. The low bid was more than 10 percent over the engineer's estimate, requiring justification. The average unit price report was used to estimate this project. Some speciality work included in the project was not included in the report; therefore, estimating the project was difficult. The Board concurred with staff's recommendation to award this bid to the low bidder, Universal Construction Co., Emmett, Idaho - \$374,539.70.

IM-IR-15-1(080)63, Key 1685 - Portneuf IC to S. Fifth IC, Bannock County. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$1,362,739.07.

RRP-7141(003) & RRP-7141(002), Keys 2524 & 2029 - Cedar, Pine, and Maple, Bannock County. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$170,709.31.

STM-7111(503), Key 4570 - Portneuf to Jct. I-15B, Bannock County. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$102,473.00.

Out-of-State Travel. The Board reviewed the out-of-state travel requests and had no questions or comments.

Public Use Airports. Chairman Combo asked staff to evaluate putting the 31+ public use airports not now currently eligible for the federal-aid program under the NPIAS (National Plan of Integrated Airport Systems).

After a working lunch at the District office, the Board members and staff left Pocatello and drove on I-15 and US-91 to the site of the Bear River Hill slide, just north of Preston.

Delegation - Franklin County Commissioners and State Legislators, regarding the Bear River Hill Slide on US-91, the Preston Airport, and the Addition of Former SH-34 to the State Highway System. The Commissioners, Senator Hansen and Representative Geddes met with the Board and staff at the site of the slide and asked the Board to accelerate the project.

The tour continued to the city/county airport at Preston. Airport Committee Chairman Daniels met with the Board and discussed the current apron rehabilitation project. He also said the airport is eligible for federal-aid, but in order to meet the minimum dimensional criteria established by FAA, US-91 would need to be relocated. The Board was advised that Aeronautics' staff is working with the airport management, the city and local developers to resolve a potential conflict between airport zoning and the new industrial park being planned.

Later at the County Courthouse, the Commissioners formally requested the Board to consider taking back onto the state highway system the road from Preston south to the Utah state line. The 6.3-mile road was accepted by the commissioners in 1986 as part of a trade of local roads and state roads which also involved Oneida County. The Commissioners indicated that it is difficult to maintain the road, more accidents have occurred on the route than on all other county road combined, and the County cannot afford to pay for striping on the shoulders.

(See page ²⁴⁹~~24~~ for further action on these subjects.)

From Preston, the tour group drove to Montpelier via SH-36 and US-89.

WHEREUPON, the District 5 tour recessed at 5:30 PM and the group remained overnight.

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Delegation - Bear Lake County Commissioner regarding a Traffic Light at the Junction of US-30 and US-89, and Rehabilitation of the Railroad Overpass on US-89. Commissioner Law urged the Board to consider installation of a traffic signal at US-30 and US-89 because of increased traffic on US-30. He cited safety concerns from potential accidents.

The Commissioner also discussed the deteriorating condition of the railroad overpass. District Engineer Frank said the District is evaluating alternatives to rehabilitate the structure.

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From Montpelier, the group drove east on US-89, looked at the Geneva Junction job, proceeded through Wyoming and back into Idaho on SH-34 to Soda Springs.

Delegation - Soda Springs City Administrator and Airport Officials, regarding the Soda Springs Airport. The Board discussed the pending site selection and master planning study to be conducted this summer. The current airport site, as well as others in the area will be evaluated and a public hearing will be held on the study's findings.

From Soda Springs the tour continued on US-30 to Lava Hot Springs. The Board stopped to look at the progress of the Main Street project.

The group returned to the District office in Pocatello.

Bear River Hill Slide, Project NH-F-1491(009), Key 3206, US-91. The Board reviewed the staff's briefing information on the Bear River Hill slide project, northwest of Preston in Franklin County. The project would realign US-91 to avoid continuing slide problems on a hill that US-91 currently traverses. The project cost of \$4,902,000 includes the cost of the horizontal and vertical realignment of US-91, the realignment of a canal at the base of the hill, replacement of the canal structure, and special under-drainage work to minimize the potential for future slide problems.

The probability of further serious sliding and the need to time the project with the seasonal drainage of the canal this fall increases the urgency to begin the project.

After meeting with the Franklin County Commissioners and state legislators, the Board acknowledged the extenuating circumstances surrounding the scheduling of this project. The Board members approved advancing the Bear River Hill Slide project from preliminary development to the FY92 construction schedule.

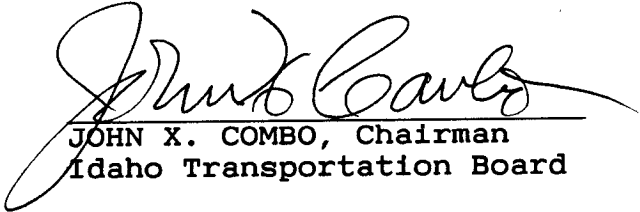
Addition of SH-34 to State Highway System. The Board deliberated the merits of Franklin County's request to return old SH-34 to the state highway system. (See previous discussion on page 92 of these minutes.) Because of parallel state service one mile east on US-91, the Board chose not to reinstate the highway south of Preston to the Utah state line. Board members recognized the safety concern during times of fog and authorized the District Engineer to have the paint crew stripe the road when requested. The work will be done at county expense; arrangements will be coordinated with District Engineer Frank.

Executive Session on Employee Issues. In accordance with Section 67-2345(b), Idaho Code, the Board met in executive session with the Director to discuss the relationship between the Board and the Director. No

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decisions were made in executive session. Discussions on the relationship will continue at the June Board meeting. The Board resumed its regular meeting at 5:15 PM.

WHEREUPON, the Board meeting and tour of District 5 adjourned at 5:20 PM.



JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
June 25, 1992
Boise, Idaho

ADDENDUM TO THE MARCH 1992 BOARD MINUTES

Add to page 217 after the last sentence in the fourth paragraph:

Board Chairman Combo reminded the delegation that no decision would be made on the Deinhard Lane alternate route until compliance was achieved with all procedural requirements outlined in federal environmental regulations; e.g. a hearing to gather public opinion.

Add to page 220 as a new paragraph after the second paragraph:

Bonnars Ferry Hill Slide, Key 5316, US-95. The hill slide south of town continues to be a problem. The Board allocated \$100,000 for repair of the slide using state funds in FY92. The city and county will be advised of the Board's action on this project.

FRONT

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

June 25-26, 1992

The Idaho Transportation Board met in regular session in Boise, Idaho on June 25, 1992 at 8:00 AM in the Transportation Building. The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Mike P. Mitchell, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Sue S. Kaufman, Administrative Secretary to the Board
Kermit V. Kiebert, Director
Hugh Lydston, Deputy Director
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Affairs Officer
Jack T. Coe, Division Administrator - Federal Highway Administration

Board Minutes. The May Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

July 27-28, 1992 - District 6
August 26-28, 1992 - District 2
September 17-18, 1992 - Boise
October 1992 - District 4
November 1992 - District 3

Status of SCR118, Cost Allocation Study. Task Force Chairman Mitchell told the other two Board members about the task force's first meeting. The economist from Oregon Department of Transportation, John Merriss, described ODOT's cost allocation procedures and results. Based on that information and other state studies, the Task Force recommended that the Board enter into an agreement with SYDEC and Roger Mingo to modify Oregon's computer programs for use in Idaho and prepare a final report to be given to the Idaho Legislature in 1994. Member Mitchell moved that the Task Force recommendation be adopted, seconded by Vice Chairman Smith; motion carried unanimously.

1993 Legislation. Director Kiebert reported that 1993 proposed state legislation would be housekeeping; there would be no particular legislation that would be of a policy nature. Member Mitchell asked staff to help any legislator that needed assistance on bills relating to headlights and bumpers on high-rise pickups.

Executive Session. In accordance with Section 67-2345(b), Idaho Code, the Board met in executive session with the Director at 8:45 AM. No decisions were made. The Board resumed its regular meeting at 10:00 AM.

June 25, 1992

Congestion Mitigation and Air Quality (CMAQ) Funds.
Deputy Director Lydston presented a number of options for distributing the FY92 CMAQ funds.

Member Mitchell made a motion to allocate one third of the FY92 CMAQ funds to Ada County for transportation projects to improve air quality and to reserve the balance as a Transportation Board discretionary fund for transportation projects that are likely to improve air quality anywhere in the state including Ada County projects. Vice Chairman Smith seconded the motion.

Ada County Highway District Commissioner Winder approached the Board with an additional option. He requested 50 percent of the funds be allocated to Ada County because it is a nonattainment area, and the remaining 50 percent be dispersed statewide.

The motion was withdrawn.

Local Highway Needs Assessment Council (LHNAC) Chairman Smith embraced the concept of a statewide program. He emphasized the fact that small communities have no direct access to the program and may need extra help applying for federal-aid project funds.

Member Mitchell made a motion to allocate 50 percent, \$1,781,000, of the FY92 CMAQ funds to Ada County and reserve the remaining 50 percent to be used as a discretionary fund by the Board for projects that deal with improving air quality throughout the state other than in Ada County. Vice Chairman Smith seconded the motion and it passed unanimously.

Lakeside Ave., Project ST-7235(600), Key 4451, I-90 Business. At the April 1992 Board meeting, the City of Coeur d'Alene requested an additional \$895,000 to complete the work on Lakeside Avenue. The Board reviewed a breakdown and schedule of phased improvements planned for the Northwest Boulevard/Sherman Avenue urban route from January 1991 when funds were last approved.

The Board members unanimously decided that the connection from Lakeside Avenue to Northwest Boulevard and Sherman Avenue should be completed before any improvements to Lakeside Avenue can be made. The primary concern was to enhance the traffic flow in downtown Coeur d'Alene, then to consider beautification projects.

Delegation - Jim Pingree, Hatch Barrett and Joe Kuebler, Motor Carrier Advisory Committee Members, regarding Lift Axles. The delegation asked the Board to consider an amendment to Rule 39.C.08, Weight Limits, to allow the up-down controls of a lift axle to be accessible to the operator in the cab of the vehicle. They believed that greater safety and better compliance can be achieved if this is allowed

rather than requiring the operator to park the vehicle, exit the cab, and lower the axle with the control located outside the cab.

Several options were presented by the staff for the Board's consideration. The delegation preferred option 3: adopt revision [to 39.C.08] which would allow up-down switch in the cab of all trucks equipped with lift axles, but retain pressure controls outside of the cab.

Vice Chairman Smith moved, seconded by Member Mitchell, that option 3 be approved but that the subject be evaluated in the following year and brought before the Board again at the July 1993 meeting. At that time the issues of safety and compliance with the regulation will again be addressed. Motion carried unanimously.

East Connection to Coeur d'Alene Lake Drive. The April 1992 concept study report on potential Old I-90 enhancements east of Coeur d'Alene highlighted the issue of a connection from Coeur d'Alene Lake Drive to the East Side Highway District's Old Yellowstone Trail highway.

ITD staff completed a functional classification study and found that the old I-90 segment from Coeur d'Alene to Higgins Point would be classified as a rural major collector.

Vice Chairman Smith voiced concerns with law enforcement problems and traffic count problems. He made a motion to defer a decision on the connector until the Lake Drive project is completed and in use. Member Mitchell seconded the motion and it passed unopposed.

Assessment of Branch Line Average Daily Freight Volumes. Staff assessed the current railroad branch line freight that operates parallel to highways. A transfer of a portion of current rail traffic to the highways could eventually lead to branch line abandonment, which would result in transferring all the rail freight to the highway system.

The recommendation from the staff is to continue to allow extra-length combination vehicles and evaluate traffic operations as affected by heavy trucks on SH-55 between Horseshoe Bend and New Meadows, and other routes by permit for those vehicles no longer than 85 feet and a maximum off-track of 3 feet; monitor heavy truck equivalent volumes of product movements on rail and rail branch line and alert the Board as to any major shifts by shippers away from rail to heavy truck combinations; and to pursue a monitoring program as described above.

Without objection, the Board approved the staff recommendations.

Revision of Local Road Jurisdiction Federal-aid Funding Policies. In order to bring Transportation Board and Department Administrative policies into compliance with the Board-approved "Distribution of Formula Apportioned Funds for Local Roads Jurisdictions," and the requirements of the ISTEA, the following policy actions were recommended:

- Revise B-19-01, Financing Construction of State Highways in Cities
- Delete B-19-03, Local Federal-aid Secondary (FAS) Funds
- Revise B-19-09, Local Federal-aid Secondary Exchange Program
- Approve new Policy B-19-10, Local Federal-aid Surface Transportation Program (STP) Funds

Without objection, the Board approved the above recommendations.

Meeting with Representatives of Association of Idaho Cities, Idaho Association of Counties, and Idaho Association of Highway Districts. Chairman Combo said the purpose of the meeting was to keep the lines of communication open and discuss the future sharing of transportation revenues. Representatives of the Local Highway Needs Assessment Council also participated in the meeting.

LHNAC Chairman Smith reminded the Board that the Council was created by the Legislature to advise the Board. He asked what role the Board wanted the Council to take now. Vice Chairman Smith asked that LHNAC members develop a task-oriented mission statement of what they want the Council to do; ITD staff will do likewise. Smith also wanted to see LHNAC's meeting agendas and minutes. He requested that the Council summarize its current activities and functions. Vice Chairman Smith moved, seconded by Member Mitchell, that staff prepare an evaluation of the Council's purpose for review at the August meeting; motion carried unanimously.

LHNAC Member Oliver said communications had improved since Director Kiebert was hired. He asked that regulations and rules affecting local units of government such as utilities accommodation, access control, traffic control devices, and railroad crossings be reviewed by the locals during the drafting stage so that Locals might be able to adopt the regulations for local roads. He believed there was a need to improve communication on the amount of money apportioned to locals. Oliver was also concerned about the federal-aid secondary buyout program.

County Executive Director Chadwick also asked about LHNAC's role and suggested that either the Council or the Association be used as the locals' representatives when the Department seeks local advice or assistance, but not both.

Bonnors Ferry Rest Area/Port of Entry, US-95, Project IR-F-5116(060), Key 3602. This project is scheduled for design completion in FY95 at an estimated cost of \$3.55 million. The District requested that the project be put out for consultant design at an estimated cost of \$350,000 to \$450,000.

Without objection, the Board approved hiring a consultant to design this project.

Supplemental Agreement, Thama-Wrenco Loop & Wrenco Loop-Dover, US-2, Project F-5121(044)&(019), Keys 4178 & 0717. These projects are consultant designed. The work of right-of-way monumentation was not included in the original scope of work. The District is requesting approval for the consultant to provide for monumentation and the record of survey for all new right-of-way acquisition.

Without objection, the Board gave approval for a supplemental agreement with H.W. Lochner, Inc., in the amount of \$45,000.00.

Right-of-Way Use Permit, 2-92-042, Project F-FR-4171(7), Key C2629, SH-3. In April 1992, the Board approved a new approach to Mr. Snyder's property. A value of \$150.00 has been determined for the new approach.

Without objection, the Board approved and signed the quitclaim deed, subject to collection of the \$150.00 value.

Right-of-Way Use Permit, 3-92-182, Project F-3112(13), Key A2598, US-95. The City of Payette has purchased property adjacent to US-95 in a partial control of access area for a city park. It has requested to relocate an existing, unrestricted, 40-foot approach on the property to serve the proposed park. Highway safety would not be compromised.

The Board members approved and signed the exchange deed.

Condemnation Actions. The Board signed the orders of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
HES-7231(013)	7	4429	Yellowstone Ave.
BRS-2727(006)	1	2012	SH-74

Authorization to Purchase Property Valued Over \$100,000, Project NH-F-IR-4113(077), Key 2502, US-95. The subject land is an improved, 152 acre tract with a farm and dairy. The project requires 15.19 acres of right-of-way bisecting the existing farm. The new alignment requires the owner to cross over or under the new highway to dispose of animal waste, which is essential to the dairy operation.

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The dairy and farm were appraised separately. The land required and damages to the remainder were appraised at \$70,740. The cost to build an equipment underpass, based on a contractor's estimate, is \$120,400. The appraiser's estimate of cost for any legal method to cross over the highway far exceeds this amount.

Without objection, the Board approved the Chief of Highway Operations's recommendation to purchase the subject property and pay damages in the total amount of \$193,460.

Review of Board Policy B-04-01, Detailed Construction Costs and Contract Awards. The bidding records from the past five years were reviewed by staff and the information was presented to the Board. The single bids awarded comprised of seven percent of contracts awarded during this time.

Statewide average unit prices for major items of work for the last five years were also reviewed. Correlation between unit prices was good with no appreciable evidence indicating higher prices in the districts receiving the larger number of single bids.

The Board members thought this report was informative and worthwhile. They agreed with staff's recommendation to leave Board Policy B-04-01 as written.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

NH-M-F-7963(019), Key 3790 - Blaine St. Bridge Repair, Caldwell; Canyon County. The low bid was more than 10 percent over the engineer's estimate, requiring justification. The average unit price report was used to estimate this project. However, this project included some speciality work that was not included in the report, making the project difficult to estimate. The Board concurred with staff's recommendation to award this bid to the low bidder, Universal Construction Company, Emmett, Idaho - \$374,539.70.

ST-5733(600), Key 5088 - Twin Lakes Intersection, Kootenai County. Low bidder: Glen L. Waddell, Inc., Coeur d'Alene, Idaho - \$118,608.55.

STKP-1564, Key 5064 - 40 acres, Kootenai County. The low bid was more than 25 percent under the engineer's estimate, requiring justification. This stockpile was the first one bid with the new 1/4" sanding material specification. The District had no historical data to base estimates for this smaller sanding material. The Board concurred with staff's recommendation to award this contract to the low bidder: Consolidated Construction Materials, Hayden, Idaho - \$73,500.00.

STKP-1551 & STKP-1565, Keys 4732 & 5065 - Cedars & Peterson Hill, Kootenai County. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$618,835.00.

STM-5115(569), STM-5706(502), STM-5724(505), STM-5738(512), & STM-5110(610), Keys 4582, 4584, 4585, 4392, & 5297 - Latah Co. Line to Plummer, Washington State Line to Jct. US-95, Washington State Line to Jct. US-95, Jct. SH-41 to Bayview, & Bonners Ferry So. Hill; Benewah, Kootenai, & Boundary Counties. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$356,183.50.

STM-4201(568), STM-4780(601), STM-4170(602), STM-4170(606), STM-4170(607), Keys 4540, 5296, 4878, 5213, & 5313 - District Two Seal Coats; Idaho, Clearwater, Latah, & Nez Perce Counties. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$448,487.00.

STM-6840(600), Key 4989 - Milepost 52 - Dubois, Clark County. The low bid was more than 10 percent over the engineer's estimate, requiring justification. One item was inadvertently shown on the engineer's estimate as \$8.08 per ton. This was a typographical error by the District and was meant to read \$18.00 per ton. The average unit price bid on this project for this item was \$17.21, which compares very favorably with the intended estimate. Based on this justification, the Board agreed with staff's recommendation to award this contract. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$171,513.00.

NH-F-3111(049), Key 3838 - Oregon State Line to Elephant Butte, Owyhee County. Low bidder: Nelson Construction Company, Boise, Idaho - \$1,369,737.40.

STM-6830(601), Key 4663 - Madison County Line-East, Teton County. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$63,309.05.

NH-F-5115(028), Key 2816 - Mica Flats to Coeur d'Alene, Kootenai County. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The largest difference in estimates was for plant mix aggregate and asphalt cement. The District estimate was based on a combined price from recent bids, although contacts with Headquarters indicated that statewide, the prices for these items are down. Also, the District's estimate for excavation was high because the quantity was not normal excavation. Rock armoring and embankment slope repair were also estimated high because the District only had one other project to use as a basis for this work. The Board concurred with staff's recommendation to award this bid. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$1,916,932.80.

UST-33300 & UST-33400, Keys 4889 & 4890 - Underground Storage Tanks at Riddle and Weiser Upgrade, Owyhee &

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Washington Counties. The low bid was more than ten percent over the engineer's estimate, requiring justification. Justification to award this bid is as follows: the engineer's estimate for concrete pavement was \$45.00/SY based on costs from the average unit price report for concrete and reinforcing steel. This price should be increased to \$65.00/SY to include finishing the concrete pavement and to account for the remote project location. These factors were left out of the original estimate. Because this adjustment makes the lowest bidder's amount more reasonable, staff recommended awarding the bid, and the Board concurred. Low bidder: Leonard Petroleum Equipment, Inc., Twin Falls, Idaho - \$67,142.08.

STM-6421(512) & STM-6420(600), Keys 4387 & 4666 - Jct. US-26-Bonneville County Line & Cinder Butte Road West; Butte, Bingham, & Bonneville Counties. Low bidder: Kloefer Inc., Paul, Idaho - \$353,652.09.

STM-3271(568), Key 3449 - Cascade Hill North, Valley County. Low bidder: Universal Construction Inc., Emmett, Idaho - \$129,593.50.

ST-6500(601), Key 4757 - US-26 embankment failure, Bonneville County. Low bidder: Hunziker Construction Company, Pocatello, Idaho - \$316,361.65.

STP-SR-RS-2779(006), Key 1646 - Camas County Line - No. Johnson Hill, Camas County. The bid was more than 25 percent under the engineer's estimate, requiring justification. The major difference in cost was due to the plantmix price being underestimated. The district based its estimate on the actual bid cost of a 1989 project adjacent to this one. Board concurred with staff's recommendation to award this bid. Low bidder: Nelson Construction Company, Boise, Idaho - \$884,055.00.

UST-21000, Key 4894 - Underground Storage Tanks at Lewiston, Nez Perce County. The low bidder was more than 10 percent over the engineer's estimate, requiring justification. Contract Administration reviewed the estimate for this project and concluded that the vault system may not be cost effective compared to the more common steel-fiberglass fuel tank. Therefore, it recommended rejecting the bids and re-advertising at a later date and bid alternates; vault system vs. steel-fiberglass. Board agreed to reject this bid and re-advertise at a later date.

STKP-3647, Key 4716 - Cascade & New Meadows Stockpiles, Valley & Adams Counties. The low bid was more than 10 percent over the engineer's estimate, requiring justification. The anti-skid items were estimated based on past projects. This project included a new gradation specification for which a higher cost was not anticipated. Also, an oversight on the District's part resulted in the mobilization

item being estimated approximately 5 percent too low. The Board concurred with staff's recommendation to award this contract. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$259,100.00.

STM-6350(600), Key 4664 - Blizzard Mountain-North and South, near Arco, Butte County. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$94,744.50.

STM-6450(601), Key 4983 - McDevitt Creek Road - South, at Lemhi, Lemhi County. Low bidder: Intermountain Slurry Seal, Inc., Salt Lake City, Utah - \$81,577.09.

STM-6350(603) & STM-6350(604), Keys 4981 & 4982 - Grand Canyon to Jct. SH-75 & Sawmill Gulch to Birch Springs Road, Custer County. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The estimate for Emulsified Asphalt was based on bids received on another project in May 1992, but the price for this product has dropped since then. Also, the estimate for Construction Signing was \$7.00/SF. A change in the signing type just prior to advertisement should have been accompanied by a change in estimated value to \$3.00/SF. Board concurred with staff's recommendation to award this bid. Low bidder: Intermountain Slurry Seal, Inc., Salt Lake City, Utah - \$142,013.75.

ST-2390(614), STM-2390(618), STM-2390(619), & STM-2820(602), Keys 5021, 5239, 5240, & 5241. Low bidder: Lakeside Industries dba Valley Paving, Bellevue, Washington - \$599,987.00.

IM-84-2(042)60, Key 5096 - Isaac's Canyon to Regina, Ada County. Low bidder: Gordon Paving Company, Burley, Idaho - \$977,001.00.

IM-IR-90-1(162)6, Key 3207, SH-41 EB Off Ramp, Kootenai County. Low bidder: Fix It Fitz Construction Inc., Sandpoint, ID - \$353,334.70.

Amendment to Rule 39.C.17, Oversize Permits for Mobile/Modular Homes. ITD received a petition to amend this rule to allow mobile homes with a 16-foot base width to be towed on its own axles.

Because other options that allow for movement of these mobile homes are available, and because of possible safety risks to the traveling public, the Board decided not to amend Rule 39.C.17.

Proposed Changes to Administrative Rules and Board Policies Affecting Motor Vehicles, Aeronautics, and Highway Operations. The Board authorized the Department to implement revisions to the following rules and policies:

June 25, 1992

- 39.B.01, Vehicle Manufacturer and Distributor Franchise Requirements
- 39.B.02, Vehicle Dealer License Requirements
- 39.B.05, Lein Filing, Construction Notice - new rule
- 39.B.70, Restricted Driving Permits
- 39.C.01, Definitions
- 39.C.06, Allowable Vehicle Size
- 39.C.07, Routes Restricted for Semitrailers
- 39.C.08, Weight Limits
- 39.C.12, Safety Requirements of Special Permit
- 30.C.45, Sale of No Longer Useful or Usable Real Property Valued at \$25,000 or Less
- 30.C.61, Directional and Other Official Signs and Notices
- 39.C.63, Traffic Accident Memorials - new rule
- B-07-03, Tort Claim Action Against Employees
- B-27-01, Charter or Rented Aircraft and Pilot's Requirements
- B-27-02, Coordination with Aeronautics Advisory Board

Director's Report. Staff is continuing work on the Memorandums of Understanding with other state agencies and a number of the agreements have been completed.

Director Kiebert summarized ITD's contacts with the Department of Fish & Game and with Parks & Recreation. ITD works closely with Fish & Game on items such as projects that involve natural areas, wetlands, or crossings of water bodies; special habitat enhancement projects; mitigation plans; information on species covered under the Migratory Bird Treaty Act; sensitive highway projects; roadside fencing projects for exclusion of deer and other big game species; and projects requiring permits.

ITD is a member of the Idaho Recreation/Tourism Initiative. ITD and Parks & Recreation coordinate the distribution of material to those requesting bicycle information, work together on information centers and displays in rest areas, and review the highway map. Additionally, ITD provides information reports on off-road and recreation vehicle registration and boat registration.

Status of Exempt Positions in Aeronautics and Public Transportation. Vice Chairman Smith made a motion to create two divisions: a Division of Aeronautics under the Director and a Division of Public Transportation reporting to the Deputy Director, with exempt status for both Division Administrator positions. Member Mitchell seconded the motion and it passed unanimously.

Bicycle/Pedestrian Coordinator Position. The Board members reviewed and suggested changes to the job description for the bicycle/pedestrian coordinator. Discussion followed on where to place this position on the organizational chart. Because it's not highly feasible to make it a separate

division at this time, the Board decided to let the staff place the bicycle/pedestrian coordinator position on the organization chart where it would be most appropriate.

Bicycle Accommodations on Roadways. State Highway Administrator Green recommended providing a minimum roadway width, allowing for bike paths on each side of the road, which could also be used as safety lanes. Discussion followed on bike paths as part of the roadway versus separate bike paths.

The Board directed staff to provide for a minimum roadway width to accommodate bike paths and to amend Policy B-14-02 stating that if local agencies want separate bike paths, ITD will construct them, but will not maintain them.

Status Report on Implementation of HB779, Public Transportation. Director Kiebert reported on the activities that have been accomplished to date and also outlined the tasks that still need to be completed. The Board directed staff to initiate a consulting agreement for Sue Ohman to work on implementation of HB779, statewide coordination of public transportation functions and activities.

Solicitation of nominations for the Regional Advisory Groups and State Council was delayed due to the large amount of groundwork that needed to be completed. Staff felt that extensive networking and outreach needed to occur in June in order to involve the participation of as many interest groups as possible. Nominations and recommendations will be ready for the Board's consideration during the July meeting. Appointment to the Regional Advisory Groups and Statewide Council will coincide with HB779 going into effect July, 1992.

Request for Personnel Increase in Public Transportation. Under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) the Public Transportation (PT) Division has experienced a significant increase in the level of federal funding apportioned to Idaho. The ISTEA has also increased the administrative functions required of the state in order to receive the federal funds. In order to fulfill the state's responsibilities to administer increased federal-aid for public transportation grants, the PT Division requested the Board's approval to increase staffing by an additional three positions.

Without objection, the Board approved the request for three additional positions for the Public Transportation Division.

Employee Opinion Survey. SHA Green updated the Board on the employee opinion survey activities and reported that the committees are busy working on the main issues brought out in the survey.

June 25, 1992

Status of SH-200, Icicle Cliffs. SHA Green summarized the activities on SH-200 which include: new signs will be added; Idaho State Police will increase enforcement; a speed study was conducted in May; a list of trucking companies using SH-200 showed that the home bases were all over the northwest; and restriction of legal-size truck traffic has never been done in Idaho. The SH-200 project to realign and reconstruct SH-200 will be reviewed in September.

Because the results of restricting legal-size truck traffic would be far-reaching and set a serious precedent, the Board chose not to consider this option.

Status of Sandpoint North/South. The draft EIS will be sent to the district and cooperating agencies for final review and comment and to FHWA for comment and/or approval early next week. Any recommended changes will be incorporated into the document before final printing.

Mid-Management Academy and Supervisory Training. Two Mid-Management Academies have been held to date and two more are scheduled, one in fall and the other in spring. The participants gave the sessions raving reviews and stressed the importance of having it off ITD premises.

The Supervisory Training sessions are done by in-house staff. SHA Green said he feels very good about the programs.

Contract Claim, Harcon/Reid, DBM Contractors, Inc., Project I-90-1(145)59, Key 3080, I-90. The contractor appealed its claim to the Board on May 28, 1992. The contractor claims he had encountered changed conditions differing from those represented by ITD at the time of the bid.

Without objection, the Board approved employing the services of a hearing officer or selecting alternate dispute resolution, the choice to be determined by the Chief Legal Counsel, to hear the contractor's claim.

Contract Claim, Western Construction, Inc., Project BR-F-3271(43), SH-55. Recently the Board agreed to consider the claim of Western Construction, Inc. even though the time for appeal as provided in the contract had expired. The claim basically involves the method of measurement for payment of installation of an erosion blanket. The contractor contends that payment is to be measured by the total amount of material used. The Department contends that payment is based upon the total ground covered, which would not include overlap of material and waste.

After reviewing the proposal of the contractor, the Board unanimously decided to reject the offer of settlement as the Board members had no basis to evaluate the offer.

June 25, 1992

Height of Vehicle Headlights. Idaho Code provides that headlights shall be no more than 54 inches and no less than 24 inches from the center of the headlamp to level ground, vehicle not loaded. The Office of Highway Safety reports that accident data on this issue is not available. Also, the height of headlights is not one of the safety standards issued by the Highway Traffic Safety Administration. The Board directed staff to survey surrounding states on this issue.

WHEREUPON the Board meeting recessed at 5:00 PM.

June 26, 1992

The Transportation Board meeting reconvened at 8:30 AM on June 26, 1992 in the Transportation Building in Boise, Idaho. Chairman Combo, Vice Chairman Smith, Member Mitchell and appropriate staff were present.

Out of State Travel Report. The Board reviewed the travel requested and had no questions or comments.

Internal Review Section Briefing. Internal Review Manager Rosti made a presentation on the functions of the Internal Review Section. Its main objective is management assistance and making the Department more efficient and economical. It also ensures that ITD complies with policies and procedures and monitors the quality of program performance. Ms. Rosti asked to present the audit scheduling procedure at the September meeting. The Board appreciated the presentation and found it informative.

Member Mitchell made a motion to have the Internal Review Section audit the Aeronautics Bureau. Vice Chairman Smith seconded the motion and it passed unanimously.

Revision to Board Policy B-18-07, Code of Fair Practices. In May the Board revised the policy to include reasonable accommodation for disabled employees and clientele. Upon review by FHWA, additional revisions were suggested to make the policy technically accurate in each area covered by the nondiscrimination mandate.

Without objection, the Board approved and the Chairman signed the revised B-18-07.

STARS Implementation on the Department's Mainframe Computer. ITD intends to obtain a copy of the State Auditor's Standards Accounting and Reporting System (STARS) that has been converted to Cobal II and put it on the Department's mainframe computer. Implementation would be more timely and efficient with the assistance of an experienced contractor.

June 26, 1992

The Chief of Administration recommended, and the Board approved without objection, engaging a contractor with appropriate STARS-related experience to provide conversion assistance. The maximum cost will be \$50,000 and the work should be completed by the end of 1992.

Employee Wellness Program Task Force Report. The task force was comprised of a diverse group of employees including representation from three of the districts. The group made recommendations for the Board's consideration, recognizing the financial limitations involved. The Board reviewed the list and approved the following wellness program elements:

- Assignment of a program coordinator in each area of the state.
- Walking/jogging routes will be established, mapped out and clearly labeled.
- Where appropriate, access will be created to already established walking areas.
- Will work through the Central District Health Department to have annual flu shots made available to employees at Department expense.
- The feasibility of ice dispensers in headquarters and each district office will be explored.
- A wellness day or fair will be established with participants from the medical communities.
- Shower facilities will be included with any remodeling efforts.

The designation of a room specifically for health and fitness activities was discussed at length. Some areas of the state may be able to use ISP facilities. Universities, colleges, and other state agencies will be contacted about employees using those facilities.

Flextime can be considered by supervisors for those employees who wish to participate in wellness activities at outside facilities. Administrative leave will not be used for this activity.

The Board commended Cheryl Rost and the task force members for their efforts and suggestions. Board members enthusiastically endorsed the program and encouraged employees to participate.

DBE Contract for FY93. The Department's contract with the Associated General Contractors (AGC) to provide supportive services for the Disadvantaged Business Enterprise (DBE) program expires July 21, 1992. Although federal funding for this contract has been reduced, AGC has agreed to provide the same services during the coming year.

Without objection, the Board approved the extension of the DBE supportive services contract with AGC for one year at the reduced amount of \$85,000.

June 26, 1992

FY93 Highway Safety Plan. The Board members reviewed a draft copy of the FY93 Highway Safety Plan, which needs to be submitted to FHWA in July.

Without objection, the Board approved the FY93 Highway Safety Plan and directed staff to submit the plan to NHTSA.

FY93 Update of State Funded (ST) Highway Development Program. Dave Amick, Acting Program Control Manager, presented the FY93 ST Program and recommended moving the following projects to the FY92 ST Construction Schedule: Main Street, Hailey, Key 5323; Goff Bridge to Twilegar Bar, Key 5324; Twilegar Bar to Slate Creek, Key 5325; and US-20, I-84 to Tollgate, Mountain Home, Key 2624.

Member Mitchell motioned, seconded by Vice Chairman Smith, to accept the changes to the FY92 Construction Schedule; motion carried unanimously.

Without objection, the Board approved the complete FY93 ST Program, shown in Exhibit 57, which is made a part hereof with like effect. The Shelley signals and Lakeside Avenue projects were delayed.

Intersection Signals on US-91 in Shelley. Under current guidelines followed by ITD, neither a signal at US-91 and Fir Street nor US-91 and Center Street is warranted, although signals may be justified in several years if traffic increases. Various funding alternatives for installation of the signals were reviewed.

The city of Shelley's request for two intersection signals was deferred, pending possible revision to B-12-16, Traffic Control Devices.

Delay of SH-3, UPRR Overpass and Coeur d'Alene River Bridge, Key 598, and Advancement of SH-13, Kooskia Bridge, Key 792. Staff requested the delay of the SH-3, UPRR Overpass and Coeur d'Alene River Bridge project, currently programmed in FY92 in the amount of \$3,280,000. UPRR is trying to abandon this rail line and final design cannot be determined for these interlocking bridges until the abandonment is resolved, which may be as long as a year.

The SH-13, Kooskia Bridge project, currently scheduled in FY94, is ready for construction at a cost of \$3,540,000. Advancing the SH-13 project to FY92 will enable ITD to fully utilize FY92 Federal-aid Bridge funds.

Without objection, the Board approved delaying the SH-3, UPRR Overpass and Coeur d'Alene River Bridge project from FY92 to FY94 and advancing the SH-13, Kooskia Bridge project from FY94 to FY92.

FY92 Storm Water Testing. This project is to collect and analyze storm water runoff at various locations throughout the state. The analysis will help to determine the impact of the roadway on Idaho's lakes, rivers, and streams, in compliance with the Federal water pollution control regulations. Total project costs are estimated at \$10,000 and the work will be done by state forces. Projects to correct any identified problems will be submitted in the future.

Without objection, the Board approved the Storm Water Testing project for FY92 with STP enhancement funding.

Sandpoint Railroad Relocation Project, RRP-RRS-5121(38), Key 3192. In August 1991 the Board approved a revised Sandpoint Railroad Relocation Project. The revision was due to potential contamination problems, and environmental constraints precluded an economical implementation of the initially planned trackage alignments and connections.

Staff briefed the Board members on the status of this project. Potential liability concerns by Union Pacific (UP) for preexisting environmental contamination have been addressed. UP has filed the revised trackage relocation with the Interstate Commerce Commission and no problems are expected in obtaining the approval. ITD has received a draft construction agreement from UP and is reviewing it. Final approval of the revised project should be obtained from FHWA in July if no major unexpected problems are encountered in executing the agreements.

Meeting with Aeronautics Advisory Board (AAB) Members Hill and Merrick. Director Kiebert explained the status of activities to secure a replacement aircraft. He said other state agencies would be participating and that Aeronautics might act as a travel agent for all of state government. Acting Administrator Maakstad expected that the travel service function, if approved, would require another person.

Chairman Combo told the Advisory Board of the action making the Aeronautics Administrator an exempt position. The AAB will provide written recommendations for the job description which will then be reviewed by the Board.

Vice Chairman Smith moved, seconded by Member Mitchell, that Chairman Combo write AAB member Parish concerning a more active participation on the Advisory Board; motion carried unanimously.

AAB Chairman Hill asked if reimbursement of expenses for use of personal airplane on state business was allowed. Currently, the reimbursement rate for personal airplanes is the same as for personal automobiles. Member Mitchell moved, seconded by Vice Chairman Smith, that the Chief of Administration, working with the Acting Aeronautics Division

Administrator, review and enhance the reimbursement rate to cover actual costs; motion carried unanimously.

AAB Chairman Hill indicated the Aeronautics Advisory Board had given direction to the Aeronautics staff that existing state-owned airports would be maintained rather than procuring new ones.

Idaho's airport inspection sketches were acknowledged as one of the best nationally. AA Maakstad attributed those efforts to Larry Hippler.

The Aeronautics' staff will prepare an application to include 31+ public use airports in the National Plan of Integrated Airport Systems so the airports can be eligible for federal aid.

A letter will be written to the Benewah County Commission explaining the reasons why the airport courtesy car was withdrawn. Soda Springs will also be advised in writing of the courtesy car program and its requirements.

Addition of Roads to the State Highway System. An increasing number of requests from local officials to add roads to the State Highway System has prompted the need for a Board Policy on this matter. The following concepts were presented for the Board's consideration for inclusion in a new policy: 1) all requests will be referred to the Board before studies are done by staff; 2) if approved by the Board, staff will initiate a study to gather information from the local road jurisdiction; 3) study results will be presented to management, then the Board before being made public; and 4) a record of all requests will be maintained by the Transportation Planning and Programming Section.

Without objection, the Board approved development of a Board Policy to include the above criteria.

Proposal for Rating Rural Routes for Addition to State Highway System. This item was deferred until the next meeting to give the Board members more time to study the report.

Statewide Rural 2000 Functional Classification System. The new map proposes upgrading the following highways from major collector to minor arterial: SH-19, US-30, SH-33, SH-34, SH-39, SH-41, SH-67, and SH-69.

Without objection, the Board approved the Statewide Rural 2000 Functional Classification System map.

Planning to be Accomplished to Meet ISTEA Requirements. A committee comprised of individuals from several sections in ITD was formed to determine how ITD will be affected by the new planning requirements in the ISTEA. The Board reviewed a summary of the committee's findings and also ITD's current

planning process and how it compares with the ISTEA requirements.

Press Release Policy. The Public Affairs (PA) Section, through the new Media Awareness Program, reexamined ITD's public information and news release practices. These practices are now being drafted for administrative policy.

Potential news releases are identified at the beginning of each year through the PA news release plan. Each District identifies the projects which deserve public attention and submits them to PA. The list is refined and assembled into a year-long news release plan for all six districts. News release plans are also prepared for the Office of Highway Safety and Aeronautics. The Headquarter's Bureaus and Sections do not have an annual plan because their needs relate to public issues and legislative changes.

The general guidelines for the issuance of press releases are: news releases should be prepared on projects or issues that are of interest or concern to the citizens of Idaho; and should make image-building statements about the department's policies, goals, and employees.

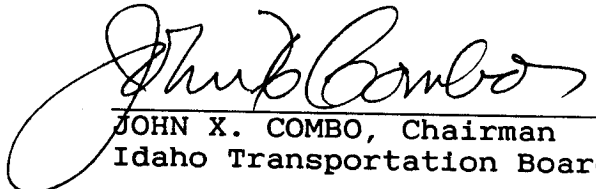
In the memorandums of understanding ITD is preparing with other state agencies, clauses concerning press releases that affect ITD and their state agencies are being included.

Of the five other state agencies surveyed to determine their press release policy, only one has a formal policy.

Beginning in July 1992, Public Affairs will issue a monthly report of events and activities completed and those planned for the following two months. This report will be distributed internally.

Executive Session on Employee Issues. In accordance with Section 67-2345(b), Idaho Code, the Board met in executive session at 3:15 PM with the Director to discuss the relationship between the Board and the Director. The Board resumed its regular meeting at 5:15 PM.

WHEREUPON, the Board meeting adjourned at 5:15 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
July 27, 1992
Rigby, Idaho

June 26, 1992

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

July 27-28, 1992

The Idaho Transportation Board met in Idaho Falls, Idaho on July 27, 1992 at 8:00 AM to begin the regular Board meeting and tour of District Six. The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Mike P. Mitchell, Member - Region 3
Sue S. Kaufman, Administrative Secretary to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator
Jack T. Coe, Division Administrator - Federal Highway Administration
Judie Wright, Senior Financial Analyst - Governor's Budget Office

District Six Engineer Jim Ross and Assistant Engineer Clyde Gillespie joined them and drove north on I-15 to the Montana state line. On the return trip, the group stopped to observe the hot-in-place recycle project on the southbound lane of I-15. After a stop at the Sage Junction Port of Entry, the tour continued on SH-48 to the District Office in Rigby.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

August 26-28, 1992 - District 2
September 17-18, 1992 - Boise
October 22-23, 1992 - District 4
November 19-20, 1992 - District 3

Director's Report. Director Kiebert reported that the Bicycle/Pedestrian Coordinator position is temporarily being filled by the Rail Planner. The Board approved a revised job description which will be used in recruiting and hiring; the position will be filled utilizing a vacated Aeronautics position.

Board members expressed concern that this position will be duplicating work being done by the Department of Parks & Recreation. The Director assured them that he has been in close contact with the director of that department to avoid this, and he will develop a report on areas where ITD and Parks & Recreation can dovetail on this position's duties.

Aeronautics Division Administrator Position. After making revisions to the job description for the Aeronautics Division Administrator position, the Board unanimously approved the job description. The next phase is for the Personnel Commission to finalize the point factoring process. When this has been completed, the job will be advertised.

July 27, 1992

Public Transportation Division Administrator. This position has been placed under the Deputy Director on the organizational chart and will be advertised as open competitive.

After revising the Public Transportation Division Administrator job description, Vice Chairman Smith moved to approve it; Member Mitchell seconded the motion and it passed unopposed.

Proposed Legislation. The Board members reviewed the proposed legislation including base state weight/distance tax agreement; clarification of weight/distance tax payment; vehicle size/weight; paperless titles; staggered dealer licensing; and weight/distance tax registration.

Community Involvement Coordinator Position. The new public hearing format has created a substantial, additional workload for the Executive Assistant to the Board, and to the Public Affairs Section. Also, new ISTEAs regulations require the department to hold public input meetings on the draft Highway Development Program, so ITD is relying more heavily on public information meetings to inform the public and defuse criticism. As a result, the department is using one of the new positions approved by the 1992 Idaho Legislature to create a Community Involvement Coordinator. This position will develop and direct the department's public hearings, ISTEAs input meetings, and public information meetings statewide. A job description for this position is being developed and a recommendation made that the position be placed in the Public Affairs Office. Chairman Combo stated that Public Affairs should be reporting the news rather than making it. He wanted hearings to be an information gathering session rather than a media or public relations event.

The Board directed staff to revisit the approach for discussion at a future meeting. Vice Chairman Smith requested staff to prepare a report on the possibility of shortening the length of public hearings and reducing the number of staff in attendance.

Director's Administrative Plan. Director Kiebert outlined four major goals for the agency to achieve. They include: 1) maintain a positive environment for all employees of ITD statewide in order to maximize productivity, job satisfaction, and internal relations; 2) expand all available resources (monetary and non-monetary) to support multi-modal transportation services in Idaho, including non-traditional funding sources; 3) promote two-way communication within the organization in order to assure informed decision-making and shared responsibility; and 4) promote greater public awareness of the expanded scope of ITD with policymakers, public and private agencies, as well as the residents of the state of Idaho.

Executive Session. In accordance with Section 67-2345(f), Idaho Code, the Board met in executive session at

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1:15 PM with the Chief Legal Counsel to discuss legal matters. The Board also reviewed the quarterly report on legal cases. No decisions were made in executive session. The Board resumed its regular meeting at 1:45 PM.

Delegation - City of Ashton and Harriman State Park Manager, Visitor Information Center, US-20. Mayor Wynn stated that the city of Ashton, the Department of Parks & Recreation, and the US Forest Service are working together to develop a visitor information center in Ashton and would like ITD to designate the center as a gateway to Idaho. City Councilman Staub explained that they are trying to build the center on their own and have received numerous donations of material and labor for this project; however, financial assistance will be needed for maintenance and operation of the facility. He added that a building has been donated for the center and is ready to be placed on the site.

Harriman State Park Manager Eyraud also voiced concerns on finishing the facility, operating costs, and signing for the facility. He stated that the group's preference is for ITD to help with on-going maintenance, but added that the help of paving the parking lot would be greatly appreciated.

SHA Green explained that the Department of Commerce designates information sites as gateways to Idaho. Chairman Combo said that the Department of Commerce will be notified of ITD's support for designating this information center as a gateway facility. With this designation, funds may be available from Commerce. He also stated that ITD is currently studying the criteria for developing rest areas, and when this study is complete, ITD will evaluate what assistance it can offer for this facility. In the meantime, the District Office will determine the feasibility of paving the parking lot at the site.

Presentation of the Design Award for Concrete for the North Blackfoot Rest Area. Randy Hayes, with the architectural firm of Jensen, Hayes & Unrau of Pocatello, thanked the Board for letting his firm be involved in this project and for letting the firm be creative in designing the rest area. The building is unique in its shape and configuration, as it blends in with the lava beds surrounding it. The design won the Idaho Chapter of the American Institute of Architects' Materials Use Design Award for Concrete in 1991. Mr. Hayes presented the plaque, which will be placed in the North Blackfoot Rest Area, to the Board.

Presentation to Chairman Combo from the US Forest Service. Chairman Combo received a plaque for his support and involvement in the dedication ceremony for the 100th National Forest Scenic Byway. The Sawtooth Scenic Byway was dedicated on June 27, 1992.

July 27, 1992

Quarterly Bad Check Report. During the second quarter of 1992, the Motor Vehicle Accounting Section processed \$6,900,368.15 in checks. Of those checks processed, \$19,641.22 or .2846% were returned for collection.

Of the total outstanding returned checks (\$67,183.00), Motor Vehicle Accounting collected \$18,491.30 and the collection agency collected \$779.49. Total collections of \$19,270.79 represent a 29% collection rate.

Uncollectible Accounts. The Board moved to write off two Motor Vehicle Accounts which have been determined to be uncollectible.

The decisions are shown in Exhibits 58 and 59 which are made a part hereof with like effect.

Non-Resident Violator Compact (NRVC). The 1991 Legislative Session passed the NRVC with an effective date of January 1, 1992. However, it was not funded until the 1992 Legislative Session, which gave the compact an effective funding date of July 1, 1992.

The NRVC allows non-residents who receive minor traffic citations to be released on their own recognizance without delay, and with the possibility that, if they do not meet the terms of the citation, the home state will suspend their driver's license until those terms are met; assures that residents and non-residents are treated equally when given minor traffic citations; allows law enforcement officers to devote more time to highway patrol without the burden of processing violators; and increases the amount of fines and court costs collected.

Vice Chairman Smith made a motion for Idaho to enter into the compact with an effective date of September 21, 1992, and approved the resolution for Doug Kraemer's signature as a voting member. Member Mitchell seconded the motion and it passed unopposed.

State Highway Administrator's Report. SHA Green reported that in June the preliminary draft EIS for the Sandpoint North/South project was sent to District 1, the Corps of Engineers, and the Idaho Division of FHWA for comment and/or approval. Recommended changes from FHWA were incorporated into the document, and ITD is waiting to hear from the other groups.

At a meeting in Montpelier earlier this month, the Oregon Trail Committee requested money from ITD for signing along the Oregon Trail route, in concurrence with the celebration of the trail's 150th anniversary. SHA Green told the Board that the department could use Enhancement funds for the signing. Vice Chairman Smith requested that staff develop a proposal for the signing and report back to the Board.

Clearwater River Recreation Plan. The Department of Parks & Recreation has contacted Member Mitchell to express concern regarding ITD's parcels of land along the Clearwater River, adjacent to US-12. If ITD decides to get rid of this property, Parks & Recreation would like to be notified because it wants this land to stay in public use.

Addition of Roads to the State Highway System. During the June 1992 Board meeting, procedures for considering addition of roads to the State Highway System were approved. Staff was directed to develop a Board Policy to that effect.

Without objection, the Board approved Board Policy B-09-07, Addition of Roads to the State Highway System, and the development of a corresponding Administrative Policy detailing implementation of the procedures.

Proposal for Rating Rural Routes for State Highway System Addition. The Board members discussed the proposal for adding routes to and removing routes from the State Highway System. They like the staff's list of nine criteria, but want the list of points to be more precise. They also requested staff to simplify the process and make it more understandable. They would also like to see the duplicate/parallel service criteria as a deduct.

Nomination of County Representative to Local Highway Needs Assessment Council (LHNAC). Without objection, the Board approved the appointment of Patrick E. Long, Idaho County Commissioner, to LHNAC as a county representative.

Office of Highway Safety (OHS) Receipt of Additional Federal Funds. Idaho has met all of the criteria of statute eligibility to receive 408 program funding, to establish an alcohol incentive grant program. Funds will be used for grant awards to state and local governmental units to address problems in the alcohol traffic safety program area.

During the first part of July, OHS was notified that FY92 funds are available to Idaho provided that application for and obligation of the funds are received prior to September 30, 1992. OHS is requesting approval to apply for the funds. Because OHS is unable to absorb the additional workload required for this program with existing staff, and this program will not be an ongoing one, OHS is also requesting a limited-service Contracts/Grants Officer position to implement and oversee the 408 program with the length of service time defined in the hiring documents as contingent upon continued receipt of funds. Anticipated personnel and other costs for the position total \$49,850 each year and will be 100% reimbursed with the grant funds received.

Without objection, the Board approved the request to apply for the 408 program funds and approved an additional

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position for a grants officer with the condition that the position will be vacated upon expiration of 408 funding.

Contracts with State Universities. The Board reviewed the list of contracts the Department currently has with state universities.

FY92 Congestion Mitigation and Air Quality (CMAQ) Projects in Northern Ada County. Ada Planning Association submitted a list of five projects and associated tasks for FY92 CMAQ funds allocated to Ada County. The projects and costs consist of: 1) Ada County Highway District Air Quality - \$407,000; 2) Boise City Transit - \$870,000; 3) Metropolitan Area Pathways 1 - \$209,000; 4) Metropolitan Area Pathways 2 - \$160,000; and 5) Metropolitan Area Pathways 3 - \$135,000.

Without objection, the Board approved the recommended funding of the above five projects in the total amount of \$1,781,000 with the recognition that final funding is contingent upon approval of project tasks by the appropriate federal authority. It also granted the Chief of Transportation Services authority to approve task level revisions.

Member Mitchell asked if local public agencies statewide have been notified that FY92 CMAQ funds are available and may be applied for. He directed staff to notify all other agencies regarding these funds.

Services Available Signing for Bypassed Cities. The Board had requested a review of "Services Available" signing for bypassed cities statewide to determine if existing signing is adequate to tell travelers what services are available.

Under Rule IDAPA 39.C.62, specific service signing is permitted on the freeway. One sign each for gas, food, lodging, and camping can be installed in advance of an interchange ramp exit. Six business logos can be accommodated on each sign.

Radio Information Signing. This item was deferred until the August meeting.

Quarterly Report on Status of Current FY-Program Obligations. FY92 year to date showed obligations in the amount of \$62.19 million. The targeted amount for this date is \$75.43 million.

Approval of Land Acquisition Valued Over \$100,000, Cole-Overland IC, IR-84-2(1)50, Key 2521, I-84. The subject property is an improved 2.24 acre homesite zoned single family residential. Based on the appraisals prepared, the recommended just compensation is over \$100,000.

Upon the recommendation of the Chief of Highway Operations, the Board approved without objection purchasing this parcel of land and improvements valued in excess of \$100,000.

Condemnation Actions. The Board signed the orders of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
NH-IR-F-5116(071)	129	4458	US-95
F-5101(004)	15	3497	US-2

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

STM-1721(535) & STM-7581(600), Keys 4568 & 4965 - Aberdeen to Sterling Road & Bridge, Judicial & Bergener, Blackfoot; Bingham County. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$496,677.50.

STKP-2540 & STKP-2545, Keys 4723 & 4962 - Orofino & Weippe Stockpiles, Clearwater County. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$262,050.00.

STM-2390(605), STKP-4568, & STKP-4574, Keys 4691, 4696, & 4702 - Perrine Bridge to Petro II, Twin Falls & South Berger; Twin Falls & Jerome Counties. Low bidder: Idaho Sand & Gravel Co., Inc., Nampa, Idaho - \$512,937.50.

STM-6747(601), STM-6450(600), & STKP-6702, Keys 4984, 4660, & 5284 - Howe-A.E.C. Jct., Mud Lake-East, & Source Bu-28; Butte & Jefferson Counties. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$292,548.00.

STKP-5559, Key 4676 - Maintenance Yard at Malad, Bannock & Oneida Counties. Low bidder: Hess Pumice Products, Inc., Malad, Idaho - \$156,300.00.

STM-7235(601), Key 5298 - Northwest Boulevard, Ironwood to Mullan, Kootenai County. Low bidder: Interstate Concrete & Asphalt Co., Coeur d'Alene, Idaho - \$165,690.18.

UST-51000 & UST-51900, Keys 4897 & 4898 - Underground Storage Tanks at Pocatello & Montpelier; Bannock & Bear Lake Counties. Low bidder: Leonard Petroleum Equipment of Twin Falls, Idaho - \$128,695.89.

STM-6390(600), STM-6390(601), STM-6290(601), & STM-6290(600), Keys 4685, 4692, 4695, & 4686 - Stanley-Muley Cr., Muley Cr-Clayton R.S., Banner Summit-Vader Cr., Vader Cr-Stanley; Custer County. Low bidder: Kloefer Inc., Paul, Idaho - \$336,773.00.

STM-2351(510), STM-2360(600), STM-2846(600), & STM-2360(601), Keys 2288, 4681, 4682, & 4693 - Malad River - Gooding, Bliss East & West, East Hansen-East Murtaugh, & Banbury-Cedar Draw; Gooding & Twin Falls Counties. Low bidder: Kloepper Inc., Paul, Idaho - \$208,263.21.

STM-2390(604), STM-7242(600), STM-2390(623), & STM-2727(600), Keys 4687, 4688, 5319, & 4690 - Rock Creek - West Five, Second Avenue - EB, Heyburn Avenue - Perrine Bridge; Twin Falls County. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$254,280.00.

UST-61400, UST-62400, & UST-61300, Keys 4899, 4900, & 4901 - Dubois, Salmon, & Leadore Maintenance Sites; Clark & Lemhi Counties. The low bid was more than 10 percent over the engineer's estimate, requiring justification. The district used a bid cost obtained from a contract recently bid in another district to compute their estimate. However, after further evaluation and comparison of the two similar projects, it was determined there was more work involved per unit of work than the previous project. In addition, the location of the work was spread throughout the district which also contributed to the higher cost. Because the district believes the low bid is reasonable and should be awarded in order to meet the full-tank replacement schedule, the Board concurred with staff's recommendation to award this bid to the low bidder: Crandall Service Company, Inc., Twin Falls, Idaho - \$158,688.00.

ST-84-4(509)229, Key 5018 - Cotterel to Sublett, EB, Cassia County. Low bidder: Intermountain Slurry, Inc., Salt Lake City, Utah - \$387,430.73.

STM-7231(600), Key 4673 - Cedar to Chapel & Burnside to Highway, Bannock County. Low bidder: Multiple Concrete Enterprises Inc., Layton, Utah - \$252,432.25.

STKP-4569, STKP-4572, & STKP-4571, Keys 4697, 4700, & 4699 - West Burley, North Oakley, & Jct. I-84 & SH-25; Cassia & Minidoka Counties. Low bidder: Twin Falls Construction Co., Inc., Twin Falls County - \$147,906.00.

IM-84-1(027)29, Key 5095 - Franklin Road I.C. to Garrity Boulevard I.C., Canyon County. Low bidder: Pacific Pavement Recycling Inc., Seattle, Washington - \$963,161.65.

STM-3803(600) & STM-3803(601), Keys 4994 & 4995 - Air Base Road, Stage I, & Air Base Road, Stage II; Elmore County. Low bidder: Idaho Sand & Gravel Co., Inc., Nampa, Idaho - \$729,704.40.

STKP-4567 & STKP-4575, Keys 4703 & 4536 - West of Carey, Shoshone Maintenance Yard; Blaine & Lincoln Counties. The low bid was more than 10 percent over the engineer's estimate, requiring justification. This estimate was prepared on

the basis of the past year's bid prices with due consideration for haul distances. No consideration was given to the approximately 30 percent increase in fuel costs since last season. This equates to approximately a \$.06 per ton mile increase in haul costs. When this is applied to the haul distances and quantities involved, the engineer's estimate should be increased proportionately, making the low bid 107 percent of the engineer's estimate. The Board concurred with staff's recommendation to award the bid to Maverick Construction Co., Inc., Burley, Idaho - \$164,600.00.

UST-12700, Key 4892 - Underground Storage Tank at Osburn, Shoshone County. Low bidder: Crandall Service Company, Inc., Twin Falls - \$52,713.73.

The Board also affirmed the State Highway Administrator's decision to award the following bid after consultation with Chairman Combo and Member Mitchell on July 17, 1992. IM-84-2(038)114, Key 4633, East Hammett I.C. to East King Hill I.C., Elmore County. The low bid was more than 10 percent over the engineer's estimate, requiring justification. The project's roughness test indicated the areas to be ground were rougher than the Boise area project. This would require more grinding to bring the surface back to a smooth state. Also, the Boise area project was State funded which only requires state minimum wages be paid, and this project, being federally funded, requires Davis-Bacon wages be paid.

Out of State Travel. The Board reviewed the travel requested and had no questions or comments.

Expense Reimbursement for Motor Carrier Advisory Committee Members. The Governor's Motor Carrier Advisory Committee was created by Executive Order in 1984. It is responsible for review of changes to the safety, size and weight, and operational rules and regulations affecting all aspects of the motor carrier industry. Recommendations are then made to the Governor.

This committee is currently the only Governor advisory-type group not reimbursed for expenses. Although representation from geographic areas of the state may occasionally change, annual cost will range between \$9,000 and \$13,000 for the bi-monthly expenses of meals, travel, and lodging.

Without objection, the Board approved ITD reimbursement of expenses for meals, travel, and lodging for members of the Motor Carrier Advisory Committee beginning with the next meeting scheduled on September 25, 1992. The amount of reimbursement shall be limited to that allowed for state employees in accordance with Section 67-2008, Idaho Code.

Board Minutes. The June Board minutes were approved as corrected by the Board members.

July 27, 1992

SCR 117, Cost Allocation Study. Member Mitchell reported that the task force met with the consultant, and contract quotes should be available before the task force meets in August. The time table for the task force includes a meeting in December with the new legislators, two progress reviews in 1993 with the study completed in October to take to public hearing, and a presentation to the legislature in 1994.

The meeting recessed at 5:00 PM.

July 28, 1992

The District Six tour resumed at 8:00 AM on July 28, 1992 in Idaho Falls. The same people were in attendance.

The group went to the University Place, where Dr. Fred Tingey, Dean, gave a presentation on the Education Program sponsored by a consortium from the University of Idaho, Idaho State University, Ricks College and Brigham Young University.

From there the group departed Idaho Falls on US-26 to SH-43 where they viewed a project in Ucon, then continued on to Sugar City via US-20.

Delegation - Sugar City Citizens, Access/Overpass to US-20. Mayor Burton expressed safety concerns on the access from Sugar City to US-20. He said the traffic is fast on US-20 and oncoming vehicles are hard to see from the Sugar-Salem Road. The population of Sugar City has doubled since 1976, with business growth south toward Rexburg.

Another concern voiced by Bill Schofield, business owner, was signing for the city. Access to Sugar City needs to be more visible.

The delegation requested an access/overpass to US-20 at Third South, closing the access at Sugar-Salem Road, and leaving the SH-33 access as is.

Chairman Combo stated that the Board could not make a formal decision on building an overpass interchange at this time, but will review the statewide program in September. In the interim, staff will place location signs for Sugar City along US-20, and the District Office will explore other safety measures such as reducing the speed limit, and posting hazardous intersection signs.

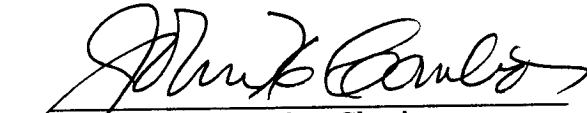
Continuation of District Six Tour. The group continued north to Ashton on US-20. It stopped to view the site of the Ashton visitor center, then continued on to look at the Ashton Bridge north of town.

After lunch the Board and staff traveled SH-32 and SH-33 south to Driggs. After driving on the Idaho county road

July 28, 1992

toward Targhee Ski Resort, the group returned to Idaho Falls via SH-33, SH-31, and US-26.

WHEREUPON, the Board meeting adjourned at 4:30 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
August 27, 1992
Lewiston, Idaho

July 28, 1992

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

August 26, 1992

The following people met at the Grangeville airport on August 26, 1992 at 1:45 PM and began the tour of District 2 by traveling SH-13, Mount Idaho Road, SH-14 and US-12.

John X. Combo, Chairman - Region 1
 Leon E. Smith, Jr., Vice Chairman - Region 2
 Mike P. Mitchell, Member - Region 3
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Jim Clayton, District 2 Engineer
 Larry VanOver, Assistant District 2 Engineer
 Jack T. Coe, Division Administrator - Federal Highway Administration

The Board stopped at a point between Kooskia and Kamiah (MP 71) where the owner of a business establishment (Dale's Cashway) had requested that adjustments be made to US-12 (northbound) to improve the site distance for both incoming and outgoing traffic. The District is installing a traffic advisory sign with flashing lights. The Board and staff discussed additional options. The District Engineer will evaluate possible solutions and provide a recommendation to the State Highway Administrator.

The Board tour continued on US-12 to Orofino where Representatives Cuddy and Judd met with the Board to review area projects. DE Clayton reviewed the proposed widening project on SH-7 to Ahsahka.

From Orofino the group drove on US-12 to Lewiston where the tour recessed at 6:00 PM.

August 27, 1992

The Idaho Transportation Board met in regular session in Lewiston, Idaho on August 27, 1992 at 8:00 AM in the District 2 conference room. The following people were present:

John X. Combo, Chairman - Region 1
 Leon E. Smith, Jr., Vice Chairman - Region 2
 Mike P. Mitchell, Member - Region 3
 Mary F. Detmar, Executive Assistant to the Board
 Hugh Lydston, Deputy Director
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office

August 27, 1992

Chairman Combo advised the other Board members that Director Kiebert's mother was ill and he would not attend the remainder of the Board meeting.

Board Minutes. The July 27-28, 1992 Board minutes were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

September 17-18, 1992 - Boise
 October 22-23, 1992 - District 4
 November 17-18, 1992 - District 3
 December 7-8, 1992 - Boise (tentative)

Director's Report. In the Director's absence, the proposed organization chart was taken under advisement and action deferred until the September meeting.

Deputy Director's Report. DDIR Lydston reported on the status of the cost allocation study. A sole source professional services agreement with SYDEC has been contracted. The estimated cost of the agreement is \$136,000, but does not include costs of presentations to the Board and/or the 1994 legislature. The Board delegated authority to Board member Mitchell to be the contact on behalf of the Board for this agreement.

Parameters for Governing Public Transportation Advisory Council and Regional Committees. After revising the staff's proposed parameters that provide guidelines for the implementation of Section 40-514, Idaho Code, the Board members directed staff to prepare a Board Policy for presentation at the September Board meeting.

Nomination for the Public Transportation Advisory Committees and Council. The Board members reviewed the list of nominees to be appointed to the Public Transportation Advisory Committees and Council. They requested staff to submit a list of recommended names to serve on the councils, to list the sources of the nominations, and to include background information on the nominees. This is to be presented at the next Board meeting.

Status Report on Implementation of HB779, Public Transportation. According to DDIR Lydston, the Acting Public Transportation (PT) Administrator will meet with the Inter-agency Working Group in August to define the first work task assignments. Once the services, equipment, and funding resources have been identified, the development of a state-wide transportation plan will begin. Upon appointment of the Advisory Council, the Acting PT Administrator will meet with the Council to define the committee's initial tasks and the timetable for accomplishment of these tasks, and establish the planning phase goals.

August 27, 1992

New Legislation to Implement Staggered Dealer Licensing. IDAPA 39.B.02, Vehicle Dealer License Requirements, was submitted and approved by the Board at its May 1991 meeting. Upon receiving the rule, the legislative council found the rule questionable, with concerns on ITD's statutory authority for establishing licensure options and grace periods.

The legislative council recommended that ITD consider withdrawing this promulgation and submit a substitute which would allow for the prorating of annual license fees. It also recommended submitting legislation to provide for annual licensing from the date of application rather than on a calendar year. The department withdrew the rule in October, allowing the previous 39.B.02 to remain in effect. Staff now proposed to submit a law change to allow staggered dealer licensing to the legislature as it convenes in 1993.

Without objection, the Board approved the submittal of staggered dealer licensing as part of the department's legislative package.

Proposed Board Policy B-32-02, Waiving of Registration, Mileage Tax, and Special Permit Costs. Section 49-201(2), Idaho Code, gives the Board authority to exempt carriers from registration, fuel, and mileage taxes, and the cost of special permits from religious and other non-profit organizations involved in religious and civic projects where transportation of equipment and materiel by motor vehicle is part of the project. The proposed policy will delegate the authority to the Director of ITD.

Without objection, the Board approved the proposed policy, B-32-02, Registration, Fuel and Mileage Tax, and Cost of Special Permit Exemptions.

Proposed Board Policy B-30-02, Authority to Sign Reciprocity Agreements with Other States. Under Section 49-201(2), Idaho Code, the Board has the authority to sign reciprocity agreements or arrangements relating to the movement of vehicles with other jurisdictions. Staff proposed Board Policy B-30-02 to delegate the authority to sign reciprocity agreements on behalf of the State of Idaho to the Director.

Without objection, the Board approved the proposed policy, B-30-02, Authority to Sign Reciprocity Agreements, Compacts, or Agreements with Other States on Behalf of Idaho.

Vehicle Headlight Height. Section 49-905(3), Idaho Code, states that headlights shall be located at a height measured from the center of the head lamp of not more than 54 inches, nor less than 24 inches to be measured as set forth in Section 49-904(2), Idaho Code. It states that the measurement will be made from the center of the headlight to the level ground upon which the vehicle stands when not loaded.

The National Committee on Uniform Traffic Laws and Ordinances publishes a book to be used as a guide for all states when writing traffic related laws. The purpose of this book is to try and maintain uniform traffic laws throughout the nation. This publication does not have a height recommendation for headlights, but does address how to measure the height. Idaho Code complies with this provision.

Therefore, Idaho could change its headlight height law and still be in conformance with the Uniform Vehicle Code. Member Mitchell moved, seconded by Vice Chairman Smith, that staff draft legislation regulating headlight and bumper height. Motion carried. This will be included in the package of draft legislation ITD submits to the Governor.

Continuing Rail Rehabilitation Project on St. Maries River Railroad, Project STMA-92-1. The department applied to the Federal Railroad Administration for discretionary funding for a continuation of the rehabilitation project on the St. Maries River Railroad (STMA), and received a grant in the amount of \$400,000. The railroad will provide the 30% non-federal match, for a total project cost of \$571,428. The major items of work are rail relay, crosstie renewal, and tunnel repairs.

In accordance with Board Policy B-14-06, Approval of Plans, Specifications and Estimates, the Board approved the additional rail rehabilitation project on the St. Maries River Railroad project.

Status of Bicycle/Pedestrian Coordinator. The Idaho Personnel Commission has classified the position as a Senior Transportation Planner, an existing job classification. The hiring process will be expedited because no new job class will have to be created, which can be a time-consuming process.

Deputy Director Lydston reported that the hiring process is moving forward and the position will be filled as soon as possible.

Bicycle/Pedestrian Coordination between ITD and the Department of Parks and Recreation. Staff met with Department of Parks and Recreation personnel on August 5, 1992 to discuss potential areas of mutual concern regarding bicycle/pedestrian coordination. The Parks Department does not have a state bicycle plan.

ITD will continue communications with the Department of Parks and Recreation to coordinate activities on the bicycle/pedestrian functions.

Meeting with Aeronautics Advisory Board. The bids on the replacement aircraft were discussed and concern expressed that several of the aircraft were not suitable for executive travel because of the seating configuration.

August 27, 1992

The Board asked that the bid evaluations be revisited based on the concern expressed and a determination made of the available funding. That information should be submitted at or before the next Board meeting.

Executive Session. At 10:00 AM in accordance with Section 67-2345(f), Idaho Code, Chairman Combo moved, seconded by Member Mitchell, that the Board meet in executive session with the Internal Review Manager to discuss potential legal matters. Motion carried. No decisions were made in executive session. The Board resumed its regular meeting at 10:40 AM.

Delegation - Representatives of Hecla Mining and Property Owner Regarding Extension of Wilbur Avenue across US-95, Right-of-way Use Permit 1-92-219. Mr. Maher urged the Board to allow Wilbur Avenue to be extended across US-95 to the east and connect to Government Way in Coeur d'Alene. He believes the new road to be a natural extension and complies with the Department's spacing of intersections at one-quarter mile intervals. He asked that consideration be given to the timing of payments for the access to coordinate with sale or development of the property.

Staff input indicates the proposed Wilbur Street connection would be signalized and that Coeur d'Alene has agreed to accept Wilbur Avenue as a city street provided that all costs associated with the access is paid by the developers. Value of the connection is \$250,000 and cost of the traffic signal and roadway improvements is estimated at \$354,000.

The Board asked staff to prepare a letter to the City asking about its comprehensive plan in the area of impact. Also included would be a request for the City's position on intersections on US-95 at intervals greater than the existing one-quarter mile spacing.

Delegation - City of Lewiston, Briefing on Area Projects. Public Works Director Van Stone told the Board that the 17th/18th Street project has been designed and is currently undergoing final design review by ITD. The City strongly urged the Board to include the project in the FY93 program.

The City of Lewiston will receive up to \$9.2 million of demonstration funds to pay for 80% of the cost for design and construction of the Bryden Canyon Road project. That road would connect Southway Bridge, over the Snake River, with Bryden Avenue in the Lewiston Orchards. The City has included the 20% local share for preliminary design and environmental assessment in its FY93 budget. The Board was asked for help in finding ways to fund the City's matching share. Member Mitchell suggested the project be constructed in three phases. He also asked if ITD and Washington DOT could share a consultant.

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Another area project of concern to merchants and city representatives is East Main from Memorial Bridge to Lindsey Creek Road. The street is deteriorating from the volume of truck traffic going to Potlatch Corporation. The City does not have the capability to finance an improvement project; Potlatch is soliciting interest from other sources for funding assistance. Member Mitchell suggested that a project be developed and a cost estimate identified. Utility work should be coordinated with any street project.

Traffic Control Devices. The Board reviewed the Board and Administrative Policies on the installation of traffic control devices. The Manual on Uniform Traffic Control Devices is cited as the official publication to be followed by ITD.

These policies provide for a fair distribution of the costs and have been acceptable to the local units of government over the past several years. Therefore, the Board concurred unanimously with staff's recommendation to make no change to the current policy on traffic control devices.

The City of Shelley will be advised that the requested traffic signals on US-91 at Fir and Center Streets will not be allowed because they cannot be justified under the current policy and federal government participation cannot be obtained.

Removal of Old US-20/26 from State Highway System. With the completion of the Chinden-Broadway Connector in August 1992, US-20/26 has been relocated on to this new facility. Therefore, Main Street from its connection at I-184 to Grove Street, Grove Street from Main Street to 13th Street, Fairview from Chinden Boulevard to Front Street, and Front Street from Fairview Avenue to 17th Street will be relinquished to the Ada County Highway District.

Chairman Combo moved, seconded by Vice Chairman Smith, that the Board approve the removal of the streets formerly on US-20/26 from the State Highway System, as shown in Exhibit 60 which is made a part hereof with like effect. Motion carried.

Advancement of Jct. SH-66 to Top of Crooks' Hill, US-95, Key 5359, and Delay of Spalding Interchange to Lewiston City Limits, US-95, Key 5340. Advancing the above project from FY94 to FY93 will enable it to be constructed under the same contract as the FY92 project of Jct. US-95 and SH-66, saving money due to lower mobilization costs, eliminating the construction of a transition section one year then reconstructing that same section one to two years later, and eliminating conflicts caused by two different contractors working on overlapping projects. This project is a \$1.4 million State-funded project.

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To balance available funds, staff recommends delaying US-95, Spalding Interchange to Lewiston City Limit from FY93 to FY94. This is also a state-funded project in District two in the amount of \$1.52 million.

Motion by Chairman Combo, seconded by Vice Chairman Smith, to advance Jct. SH-66 to Top of Crooks' Hill to FY93 and delay Spalding Interchange to Lewiston City Limits to FY94. Motion carried.

Condemnation Action. The Board affirmed the condemnation action of the State Highway Administrator and signed the order of condemnation on the following parcel:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
F-3291(22)	4	313	SH-21

Waiver of Dual Appraisal and Authority to Purchase Property Valued over \$100,000, Project IM-IR-184-1(008)0, Key 2520, I-84. The subject property is just over 16 acres. It is developed and site improvements include asphalt paving, concrete curbs, landscaping, and signage. An appraisal has been obtained. Due to the uncomplicated nature of the appraisal, ITD's familiarity with land values in the area, and a confirming opinion of value from the developer, staff requested waiving a second appraisal.

Without objection, the Board waived a second appraisal on this project and authorized initiation of negotiations at a figure not to exceed \$1,851,800. The Board, however, did ask that the staff review appraisal be included in the files.

Employment of Claim Consulting Firm, Keys 2762, 3976, 3807, 4288, and 4603, I-184B. The contractor for these projects has submitted a claim for owner caused delay in the amount of \$544,973 plus interest and unknown bonding/insurance premiums, and 77 days of additional time to complete the contract. Staff requested employing a consulting firm that is an expert in delay claim analysis, at an hourly basis plus fixed costs, not to exceed \$50,000.

Without objection the Board approved hiring a consultant for delay claim analysis at a cost not to exceed \$50,000.

Legislative Review of Rule 39.C.08, Legal Weight Limits. This item was deferred to the September Board meeting. In the meantime, Chairman Combo will discuss the issue and options with Idaho State Senator Hansen.

Requests to the Board of Examiners for FY92. Two requests were submitted to the State Board of Examiners during FY92. The first item asked for the established flat per diem rate of \$30.00 per day be increased to \$35.00 per day to reflect the increase of \$5.00 per day in the allowable meal reimbursement rate approved by the legislature. The per

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diem flat rate for subsistence is allowable when crews are temporarily assigned to locations where no lodging facilities exist and the employee elects to stay in a personal camper or trailer. The Board of Examiners approved this request.

The second item requested Aeronautics Advisory Board Member Parish be reimbursed \$172.53 for travel expenses that did not fall within the normal expense allowed by the State Travel Policy. This request was also approved by the Board of Examiners.

Agreements for Outside Services, FY92. In accordance with Board Policy B-06-08, staff submitted an annual report of all professional and general services utilized during the preceding fiscal year. The total for these services was \$2,996,052.93. The FY92 figure showed a substantial decrease from past years due to miscellaneous contracts being omitted because they do not fall under Board Policy B-06-08.

The Board members asked staff to identify what miscellaneous contracts were not included in this year's report of professional and general service contracts. They also requested that the list location of fee appraiser be included in next year's annual report.

State Highway Administrator's Report. SHA Green reported that several state and federal agencies met to discuss rest areas. The group determined that it was necessary to define the difference between a rest area and a visitor center. Work is continuing on guidelines. Member Mitchell suggested that a map identifying the location of toilet facilities would be helpful to the traveling public.

Several requests have been received for funding the North Idaho Centennial Trail. SHA Green said the available funding for enhancement projects has not yet been identified but should be available later this year or early 1993. The trail will be reviewed and prioritized at that time with all other requests.

1992-93 Winter Maintenance Standards. In accordance with Board Policy B-05-06, staff presented the levels of winter maintenance for all state routes for the coming winter. Minor modifications to this year's map include upgrading sections of SH-3, SH-77, and SH-50.

Vice Chairman Smith moved, seconded by Member Mitchell, that the Board approve the recommended winter maintenance standards map for 1992-93. Motion carried.

Revision to Board Policy B-05-03, Route Designation for Special Truck Operations. A change in Section 49-1010, Idaho Code, set the vehicle dimensions at 65-feet overall combination length to replace the 39-feet kingpin setting regarding

maximum dimensions allowed on restricted routes. Staff revised Board Policy B-05-03 to comply with the change.

Without objection, the Board approved revised Policy B-05-03, Route Designation for Special Truck Operations.

Radio Information Signing. FHWA has recently begun allowing placement of Travelers' Information Station signs on interstate routes in addition to the previously allowed Highway Advisory Radio signs. The Traffic Section has prepared guidelines for processing these requests, but payment for the signs had not been addressed.

Without objection, the Board approved a policy stating that requesters pay for materials for the signs and ITD will pay for the installation. For the October Board meeting, the members requested sample radio information messages from Oregon or Colorado and information on who controls the messages.

Waiver of Dual Appraisal, IR-84-2(001)50, Key 2521, I-84. The subject property, just over 16 acres, is developed as a neighborhood shopping center. Because of the uncomplicated nature of the appraisal, ITD's familiarity with land values in the area, and the fact that the first appraisal is only slightly in excess of \$100,000, staff requested waiving a second appraisal.

Without objection, the Board concurred with the State Highway Administrator's recommendation to waive a second appraisal on the subject property. The Board asked, however, that the staff review appraisal be documented in the files.

Condemnation Action. The Board signed the order of condemnation on the following parcel as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
BRS-2727(006)	2	2012	SH-74

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

ST-5110(609), Key 5090 - Lancaster Road & SH-53 Int., Kootenai County. Low bidder: Fix It Fitz Construction Inc., Sandpoint, Idaho - \$147,312.22.

ST-5110(608), Key 5089 - Lincoln Way Interchange, Kootenai County. Low bidder: Thorco Inc., Coeur d'Alene, Idaho - \$104,779.60.

STKP-3652, Key 5229 - Horseshoe Bend Stockpile Site, Boise County. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The Anti-Skid

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gradation specification was changed to require fewer fractured faces. This product is easier to produce and the bid prices were lower, but the engineer's estimate was not lowered to reflect this change. This project is the first to be bid with the new fracture specification. The Board concurred with the staff's recommendation to award this bid. Low bidder: City Transfer Redi-Mix, Inc., Emmett, Idaho - \$50,600.00.

ST-4110(613) & ST-4110(614), Keys 5324 & 5325 - Goff Bridge to Twilegar Bar and Twilegar Bar to Slate Creek, Idaho County. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$1,368,308.15.

STKP-4573 & STKP-4564, Keys 4701 & 4531 - North and West Malta, East Declo; Cassia County. The low bid was more than 10 percent over the engineer's estimate, requiring justification. While some unit prices on the estimate may need adjusting, the District's opinion is that the bid is excessive and a more favorable bid response could be achieved with a readvertisement of the project. A delay resulting from readvertising would not create a problem as far as availability of material is concerned. The Board concurred with staff's recommendation to reject these bids and readvertise in approximately 60 days.

NH-F-4201(050) and STKP-2543, Keys 2642 & 4960 - Sherman Flats to Warm Springs and Powell Stockpile, Idaho County. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Idaho - \$3,174,879.91.

UST-21000, Key 4894 - Underground Storage Tanks at Lewiston, Nez Perce County. Low bidder: Dale's Service Company, Boise, Idaho - \$110,780.50.

STKP-6703, Key 5285 - Bu-33 and Arco Yard, Butte County. The low bid was more than 25 percent under the engineer's estimate, requiring justification. A couple of items on this project were estimated high on the engineer's estimate compared to average bids received. The initial estimate was based on the Average Unit Price Report using higher values for similar quantities because it was believed that the source is difficult to work and would attract higher unit prices. Also, another factor is apparently most contractors are trying to keep machinery busy during this time period and bids are more competitive. Based on this justification, the Board agreed with the staff's recommendation to award this contract. Low bidder: Siepert Crushing, Inc., Rexburg, Idaho - \$92,895.14.

ST-3340(603), Key 2624 - I-84 to Tollgate, Mountain Home; Elmore County. Low bidder: Nelson Construction Company, Boise, Idaho - \$1,720,910.50.

August 27, 1992

Out of State Travel. The Board reviewed the travel requested and had no questions or comments.

Location/Design Approval, Main Street, Firth, Project STP-1836(100), Key 5155, US-91. Without objection the Board approved the location/design for a three-lane option with parallel parking and varied frontage landscaping or parking on the Firth Main Street project. The request to include the Goshen Road intersection project was not approved. The District Engineer will work with the management of the potato processing plant and Bingham County Commissioners to identify alternative sources of funding for improvement to the Goshen Road/US-91 intersection.

August 28, 1992

At 7:15 AM the Board and staff departed Lewiston and drove US-95 and SH-3 to Juliaetta.

Delegation - Mayor and Residents of Juliaetta, Pedestrian Walkway from City to Proposed City Park south of Town. Mayor Lohman presented a letter requesting the Department's help in constructing a walkway to the city park south of Juliaetta. The majority of the walkway would utilize existing state highway right-of-way. An estimated cost of \$21,440 has been identified by the city officials to construct the 1000-foot path.

Member Mitchell suggested that the City contact other sources for construction assistance, such as the National Guard. In the meantime, DE Clayton will continue to work with the City on the proposed project.

From Juliaetta, the tour continued on SH-3 to Kendrick.

Delegation - Mayor and Residents of Kendrick, Improvements to Main Street (SH-3). Mayor Brown asked the Board to consider a project to rebuild the Main Street of Kendrick. He said the road was not built to withstand the heavy truck traffic and recreational vehicle use. Extensive utility work beneath the street is also needed, according to the Mayor.

The Board suggested that a proposed project be officially submitted to the District Engineer and the underground utilities be identified that need to be replaced.

After the meeting in Kendrick, the Board and staff traveled to Moscow via SH-99 and SH-8.

Delegation - Moscow City and Chamber Officials, Area Projects. Chamber Executive Director Murphy coordinated the meeting that included separate presentations on improvements to SH-8 west to the Washington state line, A Street and the south end of the US-95 couplet. According to Councilman

August 28, 1992

Hodge, actual traffic volumes have exceeded projections on SH-8; the Board was urged to keep it on schedule in FY94. He said that A Street has been divided into two phases for funding purposes. That project is designed and plans will be submitted to the District the following week. A Street should be advanced from the proposed FY97 schedule. The pathway system on the south side of SH-8 has been turned in to the Local Roads Section.

Gritman Memorial Hospital spokesman Covin outlined the expansion plan and its impact on US-95 traffic and pedestrian safety. He urged the Board to finish the south end of the couplet as soon as possible to reduce traffic congestion on 8th Street.

City Supervisor Smith prioritized the three projects: SH-8 is number one for statewide highway funding; the Bike path is number one for CMAQ or enhancement dollars; and A Street is number one for urban money.

Information was distributed on the National Center for Advance Transportation Technology (NCATT) created by ISTEA at the University of Idaho. The Center conducts research and development activities in collaboration with national transportation-related industries. "The Center's mission is to develop and demonstrate emerging technologies that will improve transportation safety, improve the efficiency of the present transportation infrastructure, reduce dependence on fossil fuels, and mitigate environmental problems caused by transportation systems, in conjunction with industry partners."

Meeting with Sandpoint Mayor Sheffler regarding Sandpoint North/South Project, US-95. Remaining in Moscow, the Board and Sandpoint Mayor met to discuss the current status of the alternate routes proposed to reduce traffic congestion in downtown Sandpoint.

The Board members told Mayor Sheffler that the draft environmental impact statement identified costs for the remaining alternatives as follows. The costs represent only the initial phases of each option that could be put into service for the traveling public.

West - \$65 million
 Sand Creek - \$44 million
 Through-town - \$14 million

Vice Chairman Smith explained that based on annual available funding, the West alternative, for example, would use three years of the entire allocation for all interstate and major highways in the state. A federal holdback of transportation funding further complicates the issue of available money to spend statewide on highway construction projects.

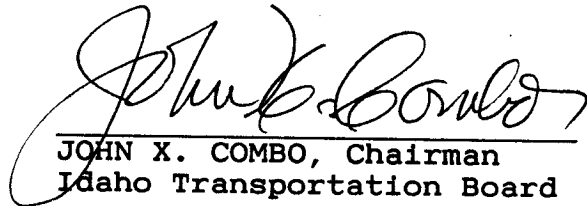
August 28, 1992

State Highway Administrator Green said that a through-town couplet of one-way streets could be phased to accommodate city street needs. The draft EIS indicated the couplet concept is the only viable solution to relieving congestion. Every consideration would be given to the Mayor's concern about deteriorating underground utilities on Main Street.

Member Mitchell moved, seconded by Vice Chairman Smith, that the West alternative and the Sand Creek option be eliminated from further consideration by the department, and that the through-town couplet system is the most viable opportunity to alleviate congestion in the most expeditious way. Motion carried unanimously.

The Board members asked that a news release be prepared giving the Board's reasons for the decision, and a public meeting be held in Sandpoint sometime during the next month to elaborate on those reasons and discuss the next step in the project.

From Moscow, the Board returned to Lewiston via US-95 and adjourned the meeting and District 2 tour at 2:30 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
September 18, 1992
Boise, Idaho

August 28, 1992

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 17, 1992

The Idaho Transportation Board met in regular session in Boise, Idaho on September 17, 1992 at 8:15 AM in the Transportation Building. The following people were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Mike P. Mitchell, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Sue S. Kaufman, Administrative Secretary to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Affairs Officer

Special Recognition. Chairman Combo informed the other Board members and staff of the letter from Governor Andrus thanking Herb Kinney, Registration Services Manager, for facilitating the "great potato shipment" to the victims of Hurricane Andrew in Florida. Herb used his knowledge and network to contact the states the shipment had to travel through to get clearance for safe and unhindered passage.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

October 22-23, 1992 - District 4
November 19-20, 1992 - District 3
December 7-8, 1992 - Boise

Morgan v ITD. Chief Legal Counsel Trabert briefed the Board on the District Court judge's adverse decision on this inverse condemnation case, regarding the railroad relocation project in Wallace. Vice Chairman Smith moved to authorize appeal of the decision to the Idaho Supreme Court. Chairman Combo seconded the motion and it carried unanimously.

Federal Legislation on Designation of the Salmon River. The Board acknowledged and appreciated former Board Chairman Carl Moore's support of the Department's position that the proposed legislation could jeopardize US-95 highway construction projects if enacted.

Director's Report. The announcement for the Aeronautics Division Administrator position will not close until October 9, 1992, so that it could be advertised nationwide. The interviews will be coordinated with the Aeronautics Advisory Board (AAB).

Discussion with the AAB followed on purchase of a replacement aircraft. The AAB was asked to meet separately and bring a recommendation on the aircraft back to the Transportation Board. See page 49.

September 17, 1992

The announcement for the Bicycle/Pedestrian Coordinator position closed September 16. Staff expects to have the position filled within three weeks.

The Director's proposed organization chart was deferred to a later date, along with the placement within the organization of the Community Involvement Coordinator position.

Legislative Review of Rule 39.C.08, Legal Weight Limits. The Board members took under consideration the concern of the Legislative Subcommittee on Rules about lift axle operation being in code rather than in rules. All Board members believed they had the statutory authority to handle the matter in administrative rules. In addition, they were informed that in order for the legislature to review the rule during the session, the Board needed to keep the rule in effect. Vice Chairman Smith, therefore, made a motion to allow the proposed rule-making to become permanent; Member Mitchell seconded the motion and it passed unopposed.

Staff is to notify the Motor Carrier Advisory Committee of the Board's actions and indicate that the subject may be addressed by the Legislature during the 1993 session.

Nominations to the State Public Transportation Advisory Council. The Board made the following appointments to the State PT Advisory Council:

Debra Gordon, Coeur d'Alene - 5-year term, represents seniors

Pam Palmer, Moscow - 6-year term, represents local government

Laurence Smith, Boise - 4-year term, represents disabled

Robert Bailey, Buhl - 2-year term, represents seniors and education

Janis Rhoades, Pocatello - 1-year term, represents seniors and low income

Annette Lee, Idaho Falls - 3-year term, represents health community

The Acting PT Administrator will develop goals and objectives of the PT state and regional groups and present the draft to the Board in October. Chairman Combo asked for a progress report to be presented at each Board meeting.

The Board also requested the Acting PT Administrator to coordinate with the State Public Transportation Advisory Council and forward recommended names for the Regional Committees to the Board at its November meeting.

Wellness Program Task Force. Cheryl Rost, Safety Program Coordinator, updated the Board on the Employee Fitness and Wellness Committee's activities. Kathleen Slinger is the Committee Chair and the members will draft by-laws at the next meeting. Cheryl Rost also stated a lifestyle assessment is being planned with the YMCA.

Vice Chairman Smith suggested looking at the College of Southern Idaho's health assessment questionnaire and compare it to YMCA's for employee health/wellness program. He would also like staff to consider putting sample questions in the Transporter to elicit employee awareness and enthusiasm for the new program.

Sandpoint North/South Project. Member Mitchell asked if ITD could give Sandpoint immediate relief to its downtown traffic problems. SHA Green will coordinate these efforts. After some temporary relief options have been developed, a public meeting to discuss the Sandpoint alternate route will be scheduled with the Mayor.

Proposed Legislation. The Board members reviewed the proposed legislation. If Idaho does not enact legislation during the 1993 session to comply with the Federal motorcycle helmet law, construction funds will be taken from ITD and placed in the 402 safety program. The Board directed staff to write a position paper to the Governor and legislative leadership about the sanctions imposed if motorcycle helmet legislation is not passed.

Another Federal provision requires states to suspend or revoke the driver's license or driving privileges of persons convicted of violating the Controlled Substance Act. If a state does not invoke the nonparticipation procedure or pass legislation by October 1, 1993, the state will be sanctioned five percent of its Federal Highway funds during Fiscal Year 1994. The sanction is recoverable if the state complies or invokes the nonparticipation procedure by October 1994.

The Board requested staff to determine how many states currently have a law that suspends a driver's license for conviction of possessing a controlled substance. Also, it directed staff to draft a resolution for consideration by the Governor and Legislature that Idaho does not wish to participate in the program to suspend licenses for violation of the Controlled Substance Act because Idaho has other enforcement programs to take care of the matter.

Authority to Negotiate and Acquire Land Valued Over \$100,000, IR-84-2(001)50, Key 2521, Parcel 26, I-84. This 2.4 acre parcel is improved with a single-level residence having a partially finished basement. The property is zoned single family residential and the entire parcel is required for the project. Two appraisals were obtained, and based on a review, the recommended just compensation is \$110,000.

Vice Chairman Smith made a motion to allow staff to negotiate for and acquire this parcel of land and improvements valued in excess of \$100,000; Member Mitchell seconded and the motion passed unanimously.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

STP-NH-F-IR-4113(077), Key 2502 - Ferdinand to Lawyers Canyon, Idaho County. Low bidder: Scarsella Bros., Inc., Seattle, Washington - \$4,537,945.75.

RRP-9143(001), Key 1566 - Ustick Road, Canyon County. Low bidder: Idaho Sand & Gravel Company, Inc., Nampa, Idaho - \$35,728.00.

STP-2390(107), Key 5314 - North Ketchum to North Fork, Blaine County. The low bid was more than ten percent over the engineer's estimate, requiring justification. The significant differences between the Engineer's estimate and the low bid occurred in the bid items for Diluted Emulsified Resin, mobilization, and CRS-2 Emulsified Asphalt. Review of the associated prices gives reason for increasing them with the result that the estimate would be near ten percent of the low bid. Because there is no reason to believe that rejecting the current low bid and readvertising the project would result in a more favorable bid, the Board concurred with staff's recommendation to award this bid. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$103,354.00.

IMG-90-1(185)18, Key 5322, I-90 Advisory Sign & Weather Stations, Kootenai and Shoshone Counties. Low bidder: Thorco, Inc., Coeur d'Alene, Idaho - \$391,216.00.

STKP-3653, Key 5230 - Caldwell Maintenance Yard - Canyon County. Low bidder: Bryan C. Rambo Crushing Company, Inc., Nampa, Idaho - \$92,090.00.

STP-F-1491(009), Key 3206 - Bear River Hill Slide, Northwest of Preston; Franklin County. Low bidder: Western Construction, Inc., Boise, Idaho - \$2,893,496.54.

Weiser Alternate Route, NH-F-IR-3112(033), Key 0685, US-95. The combined location and design public hearing for this project was held on June 30, 1992. Property owner Walker opposed the proposed realignment of the Weiser Alternate Route that would eliminate access through his property. The Board deferred this item until staff can provide additional information on this project.

Public Transportation Division Administrator. The Board members interviewed two applicants for the PT Administrator position. A decision will be made at the October meeting.

Public Involvement in Transportation Improvement Program. The District Engineers are providing some input on this plan, and the Board members will review the public involvement program at a later Board meeting. As part of the ISTEA, the draft Highway Development Program was mailed to

all local public agencies this year. Next year ITD is planning to hold public hearings to review the program.

Out of State Travel. The Board reviewed the travel requested and had no questions or comments.

Report on Intergovernmental Personnel Act Assignment. Ray Mickelson, Program Control Manager, spent six months working in the regional and national FHWA offices to foster a cooperative and improved working relationship between FHWA and ITD. He feels it was a worthwhile experience, his mission was accomplished, and a better partnership with FHWA has been developed. Ray was the first person in the nation to enter an assignment like this; however, AASHTO is currently developing a policy of cross-training and is encouraging other states to schedule an Intergovernmental Personnel Act assignment.

Ray thanked the Board for authorizing his training assignment with FHWA. He also thanked his staff for filling in for him in his absence and mentioned that they did an excellent job. Since his return, he has been implementing the ISTEA calendar, generating procedures for transportation enhancement funding, and developing management systems.

Removal of US-20/SH-43 Interchange, Ucon, from State Highway System. The Ucon Interchange opened to traffic in July, 1992, making US-20 Business in Ucon no longer an essential part of the State Highway System. Therefore, US-20 Business from its connection at US-20 to and along Market Street, is to be relinquished to the City of Ucon and Bonneville County.

Without objection, the Board approved the removal of US-20/SH-43 Interchange, Ucon, from the State Highway System, as shown in Exhibit 61 which is made a part hereof with like effect.

Renfro Creek Bridge Replacement, SH-3. This bridge has deteriorated wooden members and is in danger of collapsing and closing SH-3. Therefore, the District is requesting \$120,000 in state funds for the replacement of the bridge. The project will consist of replacing the existing wooden structure with a pre-cast concrete slab structure, rebuilding the approach roadway 100 - 150 feet on each side, and constructing a temporary detour.

Without objection, the Board approved \$120,000 in state funds for the replacement of Renfro Creek Bridge in FY93.

Congestion Mitigation and Air Quality (CMAQ) Study Funds. In May 1992, the Board approved the use of \$326,000 of CMAQ funds for completion of Northern Ada County Air Quality Studies, based on verbal information with Ada Planning Association. However, after negotiations with the

Department of Environmental Quality (DEQ), approximately \$100,000 of this amount was intended by DEQ to be utilized in completing PM10 air quality studies in the Pocatello, Pinehurst, and Coeur d'Alene PM10 non-attainment areas in order to avoid federal funding sanctions by the Environmental Protection Agency.

Funding of the estimated \$225,700 for completing the Ada County studies has been included in a cooperative agreement between DEQ and ITD. In order to meet federally-mandated deadlines and avoid the threat of sanctions to Highway funding, DEQ requested that the remaining \$100,300 be used for air quality PM10 studies in the above areas.

Member Mitchell made a motion to approve negotiating and contracting with DEQ for air quality studies in the Pocatello, Pinehurst and Coeur d'Alene state air quality non-attainment areas. The agreement amount is not to exceed the remaining \$100,300 from the previously-approved amount. Vice Chairman Smith seconded the motion and it passed unanimously.

Local Highway Needs Assessment Council (LHNAC) Mission Statement. As requested, LHNAC prepared a mission statement and summary of its activities and functions for Board review. Vice Chairman Smith believed the long-term goal is missing in the report. He asked staff to identify what LHNAC is currently doing and who would perform the functions if LHNAC was dissolved, and report to the Board at its October meeting.

FY93 Highway Development Program Update. Dave Amick explained ITD's master federal-aid funding plan before discussing the FY93-97 and Preliminary Development schedule for the Critical Bridge, and State Transportation Local Rural and Local Urban programs. No decisions were made, pending review of the rest of the programs on Friday.

Executive Session. At 4:50 PM in accordance with Section 67-2345(b), Idaho Code, and by motion of Vice Chairman Smith, second by Member Mitchell, the Board met in executive session to discuss personnel matters. No decisions were made in executive session.

WHEREUPON the Board meeting recessed at 5:30 PM.

September 18, 1992

The Transportation Board meeting reconvened at 8:25 AM on Friday, September 18 at the Transportation Building in Boise, Idaho. All Board members were present.

Continuation of the FY93 Highway Development Program Update. Discussions continued on the State Transportation (STP) Safety and Enhancement Programs, the Congestion Mitigation and Air Quality, and the Demonstration Programs.

September 18, 1992

Replacement Aircraft. Director Kiebert joined the meeting and informed the Board of additional and updated information on the replacement aircraft.

Vice Chairman Smith made a motion to accept the bid on the C-90 King Air in the amount of \$678,500 with zero time on engines with the conditions that the financing is secured and the bid price is still the same at the time of final purchase. Member Mitchell seconded the motion and it passed unopposed.

The Board requested the Director to finalize negotiations with other state agencies on the amount of money to be contributed toward purchase of the replacement aircraft. As soon as that information is available, he is to report to the Board.

Resignation of Director Kiebert. Director Kiebert handed the Board members his letter of resignation, effective October 30, 1992. After five years as ITD's director, Kiebert is stepping down for personal and professional reasons. He indicated that he would be on leave for most of October but would be available by phone if necessary.

Chairman Combo, speaking on behalf of the Board, stated he understands the circumstances outlined in Director Kiebert's letter and wishes him well in his future endeavors. Combo added that the Board's task is to find a replacement to carry forward, and it will get on with that task.

The Board named G. Keith Green, State Highway Administrator, acting director beginning October 1, 1992.

FY93 Highway Development Program. The rest of the Programs, Interstate Maintenance, National Highway System, and State Highway System, were covered by Dave Amick. After making adjustments to the program, the Board approved the FY93-FY97 Highway Development and Preliminary Development (PD) Programs.

The revisions include:

- Key 1729, Sandpoint Stage 1 deferred to PD
- Key 3743, Riggins Main Street added to PD
- Key 5153, SH-69 Kuna Road added to PD
- Key 5137, Twin Falls Alternate Route split into stages; stage 1 (US-30 to Poleline Road) advanced to FY96, stage 2 (Poleline Road) remained in PD
- Key 5155, Firth Main Street advanced to FY95
- Key 902, Lewiston 17th/18th advanced to FY93
- Key 5315, Soda Springs Hooper Street deferred to PD
- Key 5127, Soda Springs Main Street deferred to PD

The approved programs are shown in the following exhibits which are made a part hereof with like effect:
Interstate Maintenance, Exhibit 62

September 18, 1992

National Highway System, Exhibit 63
 STP State Highway Development, Exhibit 64
 STP Local Rural, Exhibit 65
 STP Local Urban, Exhibit 66
 STP Safety, Exhibit 67
 STP Enhancement, Exhibit 68
 Congestion Mitigation and Air Quality, Exhibit 69
 Bridge Development, Exhibit 70
 Demonstration, Exhibit 71

Enhancement Projects. The District Engineers and Local Roads Engineer were asked to work with local units of government in submitting proposed enhancement projects for the Board to evaluate in January.

Rural Route Evaluation for Possible State Highway System. At the July Board meeting, the Board approved the nine criteria for route evaluation, but asked staff to simplify the rating process and include negative ratings for the "parallel service" criterion. Staff submitted the simplified rating process and suggested a two-step process be followed when considering proposed route additions. The two steps include: 1) when a request is made to the Board, the Board will either reject the request outright before any analysis is done or the Board will request staff to do a technical evaluation of the route which includes all criteria except "economics" in accordance with B-09-07; 2) if the technical evaluation results in a rating less than 60 points, the economic importance of the route will not be required. If the technical evaluation results in at least 60 points, the Board will rate the economic importance of the route (worth up to 11 points).

The Board directed staff to resubmit this agenda item and to include the following: the financial capability of ITD to add and maintain a road; the length of the road; and that the 70 points is subject to available finances.

Special Award and Employee Service and Safety Awards. Mike Wiener, President of the Automobile License Plate Collectors Association, presented plaques to Governor Andrus and Director Kiebert on behalf of Idaho for winning the best new license plate of 1991 award. The red, white, and blue plate, featuring a snowcapped mountain scene covered with pine trees with "Scenic Idaho" running across the top and "Famous Potatoes" across the bottom, was honored in the association's 20th annual contest for being both beautiful and functional.

The Board members then participated in the employee service and safety awards.

Idaho Recreation/Tourism Initiative (IRTI). The IRTI is a consortium of six state and federal agencies working together on state recreation and tourism issues. ITD has been requested to assist this group with funding.

September 18, 1992

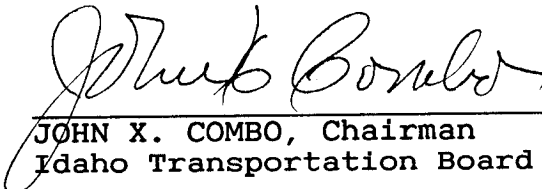
Member Mitchell made a motion to contribute funds, not to exceed \$2,000, to make the winter road report available on the kiosk system and to assist in the publication of a scenic byway brochure. Vice Chairman Smith seconded the motion and it passed unopposed.

Employee Committee Reports. The Board received the employee committee reports. It directed staff to publish a Transporter "special edition" in 2-3 weeks that will highlight committee issues so that all employees will know what recommendations were made to management.

Executive Session. In accordance with Section 67-2345(b) and (f), Idaho Code, and by motion of Vice Chairman Smith, second by Member Mitchell, the Board met in executive session at 3:35 PM with the Acting Director and the Internal Review Manager to discuss personnel and legal matters. No decisions were made in executive session. The Board resumed its regular meeting at 4:00 PM.

Public Transportation Administrator Vacancy. The Board asked Acting Director Green to perform a background check on the applicant who was not a current employee. A decision is expected at the October Board meeting.

WHEREUPON, the Board meeting adjourned at 4:30 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
October 23, 1992
Twin Falls, Idaho

September 18, 1992

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

October 22-23, 1992

The Idaho Transportation Board began the District 4 tour 7:30 AM on Thursday, October 22, 1992 at the Twin Falls Maintenance Shed. The following people were present:

John X. Combo, Chairman - Region 1
 Leon E. Smith, Jr., Vice Chairman - Region 2
 Mike P. Mitchell, Member - Region 3
 Mary F. Detmar, Executive Assistant to the Board
 G. Keith Green, Acting Director
 Loren Thomas, District 4 Engineer
 LaMar Duffin, Project Development Engineer
 Jack Coe, Division Administrator - Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office

The Board members and staff met with employees from the Twin Falls, Jerome, and Bliss maintenance stations. Discussions with individuals included the employee committee reports, working conditions, funding of projects, and other issues of concern.

At 8:20 AM, the Board and staff members continued their tour of the District by traveling on I-84 to Malad Gorge State Park.

Delegation - State Parks and Recreation Director and Malad Gorge Park Manager. Director Yvonne Ferrell and Park Manager Kevin Lynott explained the proposal to combine the state park with a rest area and visitor center. An interpretive center building is estimated at \$400,000, land acquisition of approximately 40 acres from the Department of Lands would cost \$8,000, and reconstruction of Kelton bridge to be used by pedestrians and light service vehicles is expected to be about \$32,000. The park manager lives on site now and would assume responsibility for maintenance.

District Engineer Thomas indicated that he is preparing a proposal for review by the Departments.

Senator McRoberts and Representative Gould joined the Board at the state park and heard the proposal. From there, the tour continued on I-84, county roads, and US-30 to Twin Falls. Enroute, the group drove on Clear Lake Grade and viewed the US-30 and Clear Lake Road intersection. (See later discussion with Twin Falls delegation.)

October 22, 1992

Visit with Jim Vining at Trans IV Public Transportation Facility. Recently appointed State Public Transportation Councilman Bob Bailey met with the Board and heard Mr. Vining explain the transit operations in Magic Valley.

The regular meeting of the Board convened at 11:50 PM at the Canyon Springs Inn, Twin Falls.

Delegation - Blaine County Recreation District. Mary Austin Crofts outlined the District's progress on the Wood River trails system and the master plan for the future. A slide presentation visually attested to the achievements made.

A 1.5 mile gap exists in the bike path in the center of Ketchum. That urban trails project, the Bellevue-to-Gannett bike path and a trail from Ketchum to Galena Lodge have been presented to the department as candidates for enhancement funds.

The District's preference is for separated bike/pedestrian paths for safety reasons. Vice Chairman Smith indicated that it's more expensive to maintain if the path is separated from the roadway shoulder.

Delegation - Greater Twin Falls Area Transportation Study Committee. The following topics were covered:

- Dick Burwell asked that access to Poleline be protected as the future Twin Falls alternate route. New developments are occurring rapidly in southwest Twin Falls, and integrity of the corridor should be maintained.

- Jack Ramsey urged the Board to schedule a project to improve the 5-point intersection on US-30 in Buhl. Traffic volume is expected to increase because of new industrial developments. The community fully supports the project. DE-4 Thomas said he had reviewed the proposed project and supported the recommendation. Ramsey also asked that three right-angle corners west of Buhl be eliminated to straighten out US-30. The proposed project would be through non-productive waste land. No engineering had been done on the latter, according to DE-4 Thomas.

- Rex Lytle and Jim Vickers identified proposed beautification and bike/pedestrian walkway projects. Chairman Combo indicated all enhancement projects would be reviewed by the Board in January.

- Kent Just recognized that his earlier request to construct four lanes on US-93 south to the Nevada line was not feasible. He instead recommended that passing lanes be built at various locations to alleviate congestion and allow motorists to pass.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

October 22, 1992

November 19-20, 1992 - District 3
December 7-8, 1992 - Boise
January 28-29, 1993 - Boise

Certification of Revenue and Disbursements. In conformance with Section 40-708, Idaho Code, the certification of revenue and disbursements for FY92 was submitted for Board review.

Without objection, the Board approved and signed the certification, shown in Exhibit 72, which is made a part hereof with like effect.

Proposal for Rating Rural Routes for State Highway System Addition. As requested at the previous Board meeting, staff re-evaluated the parallel/duplicate service criterion and the Department's financial capacity to finance reconstruction and maintenance for rating rural routes. The parallel service rating table no longer includes ADT as a factor for consideration and is based solely on distance to a parallel state route. Also, ITD's financial capacity to finance reconstruction and to maintain the route should not be a factor in the rating evaluation, but should be determined by the Board within the guidelines of Board Policy B-09-06 with cost input provided by the District upon Board request prior to any technical staff evaluation of the route.

With these changes, Vice Chairman Smith moved, seconded by Chairman Combo, to approve the Rating Evaluation for Rural Routes as proposed. That rating would be considered as a second chapter with Board Policies B-09-06 and B-09-07 being the first chapter. Those policies will be combined and will include financial capacity to reconstruct and maintain new routes. The motion carried. The new policy is to be submitted at the January Board meeting.

Criteria and Procedures for Enhancement and Congestion Mitigation/Air Quality, (CMAQ) Programs. In the transportation enhancement program, the selection and prioritization of projects would be done by an Enhancement Advisory Committee (EAC) to be appointed by the ITD Director. This committee will make recommendations to management. The ten eligible transportation related enhancement activities are grouped into three categories: historic, scenic and environmental, and pedestrian and bicycle. The IT Board may determine a minimum allocation to each category for future programming purposes, based on recommendations from the Enhancement Advisory Committee.

Vice Chairman Smith moved, seconded by Member Mitchell, that the enhancement advisory committee concept be used for one time only and that the initial process be evaluated after project selection. Candidates to the EAC are to be sent to the Board

October 22, 1992

members for review. Motion carried unanimously. A three-year program of projects is expected to be reviewed by the Board in January.

The following options are available for the use of CMAQ funds until such time as there is a designated non-attainment area:

- 1) Continue with the 50/50 FY92 split of funding between Ada County and the remaining areas of the state.
- 2) Use all or part of the funds statewide to select projects that improve air quality.
- 3) Use a portion of the funds for eligible STP projects.
- 4) A combination of the above.

Chairman Combo reminded staff of the Board's contract with Ada County made last June to split the FY92 CMAQ funding with \$1.78 million going to Ada County and \$1.78 million to be used in the rest of the state.

Draft Idaho Transportation Improvement Program (ITIP). The Intermodal Surface Transportation Efficiency Act (ISTEA) requires that each state develop an intermodal transportation program. This publication will be distributed on a broad basis, including local officials, citizens, outside interest groups, consultants, and Idaho legislators. Also, this document will be used at public meetings that will occur statewide next year to obtain citizen involvement, as required by the ISTEA.

The Board had previously approved the individual transportation modes, including Highways, Aeronautics, Public Transportation, Rail and Safety, and now reviewed the draft TIP. Board Chairman Combo asked Executive Assistant Detmar to review the Board's cover letter and discuss with him the following week. Otherwise the basic concept of the ITIP was approved by motion of Vice Chairman Smith, seconded by Chairman Combo; motion carried.

Legislative Hearing on POE. Acting Director Green briefed the Board members on the fact-finding mission conducted by Senators Hansen, Twiggs, and Sweeney on enforcement concerns alleged by a Lewiston POE employee. A transcript of the meeting will be forthcoming and issues identified will be discussed with the Board members at a future meeting.

Update on Aeronautics Administrator Position. The job announcement for this position closed on October 9 and the ITD staff and Personnel Commission will review the applications to determine which ones meet the minimum qualifications. After oral examinations of qualified applicants are completed by the Aeronautics Advisory Board (AAB) and the Chief of Administration, a short list of three to five applicants will be provided to the

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Transportation Board and Director, along with a recommendation to fill the position. Time frame on making a final selection will be contingent on availability of AAB and applicants.

Executive Session on Personnel Issues. In accordance with Section 67-2345(b), Idaho Code, Vice Chairman Smith moved, seconded by Member Mitchell, that the Board go into executive session with the Acting Director to discuss personnel issues. Motion carried. The Board reconvened in regular session at 5:20 PM, and announced that no decisions were made.

Meeting at Twin Falls Airport with the Airport Manager. The Board and staff heard about the increased airport activity and the terminal expansion project from airport manager Ron Madsen.

WHEREUPON, the Board meeting recessed at 6:00 PM.

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The regular Board meeting and tour of District 4 reconvened at 7:45 AM on October 23, 1992. The Board members and staff left Twin Falls and drove to Burley to meet with maintenance employees from the Burley-Rupert-Sublett area. Employee Don Lawson suggested that gates be installed on I-84 that could be lowered when dust storms or bad weather necessitated closing the road. He said too much time was taken now to get to the site to put up barricades. He believed the gates would prevent property damage and accidents by allowing the interstate to be closed more quickly. Maintenance foreman Rod Draper also urged the Board to approve a new maintenance building in Burley.

Delegation - Mini-Cassia Transportation Committee. The Board met with the delegation at the Burley Inn. Chairman and former Governor John Evans indicated the committee consisted of members from two counties, nine cities and five highway districts. He outlined the group's top priorities on area projects:

- Widening of Overland Bridge in Burley;
- Improvement to Overland and Alfresco intersection in Burley;
- Realignment of Cameron's Corner in Rupert; and
- Several other projects that have been reviewed with District 4 personnel.

Another member covered the committee's proposed bicycle/pedestrian paths and proposed landscaping projects. Representative Kempton asked that the county road from Malta to Strevell be designated as an I-84 bypass in bad weather.

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Chairman Combo appreciated the committee's united concept in that it helps the Board in prioritizing projects. He urged the members to communicate needs and priorities to state legislators as well. Adding roads to the state's system of highways without the additional revenue or resources to maintain them is a difficult issue the Board is currently reviewing.

The committee took the Board and staff members on a bus trip of the proposed projects.

The Board's tour continued north from Burley on SH-27, then on a county road and SH-24 to Shoshone, then south on US-93 to Twin Falls where the Board meeting continued at the Canyon Springs Inn.

Weiser Alternate Route, NHS-F-3112(003), Key 0685. As directed by the Board at the September meeting, staff evaluated three additional alternatives for the Weiser Alternate Route. Based on the cost difference of the options available, the Board members could not justify spending the additional money and displacing three homes to alter the location of the staff's recommended route as requested by property owners (Walker) at the June meeting.

Without objection, the Board approved the location of the Weiser Alternate Route as proposed at the public hearing.

Proposed Rule 39.B.26, Temporary Vehicle Clearance for Carriers. This rule combines rules 39.B.23 and 39.B.82 into a single rule outlining how trucking operators obtain temporary vehicle clearances for operation in Idaho and other states, pending receipt of the completed registration document and license plates. The change would simplify and expedite the procedures to allow new or replacement trucks temporary operating clearance in Idaho. The temporary operating clearance would be valid for up to 45 days, until a permanent identification is issued.

Without objection, the Board approved Rule 39.B.26, Temporary Vehicle Clearance for Carriers.

Proposed Rule 39.B.47, Revocation of Vehicle Registration for Failure to Comply with a Motor Vehicle Emission Inspection Ordinance. This rule is required to implement the provisions of House Bill 684, which specifies that the department has the authority to revoke the registration of any vehicle that has failed to comply with an ordinance requiring motor vehicle emission inspection and readjustment. Air quality agencies will be required to make daily reports to ITD on all vehicle owners who have had their vehicle registrations revoked for failure to

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comply with an air quality ordinance. Provisions regarding fee forfeitures and registration reinstatements are contained in this rule.

Without objection, the Board approved Rule 39.B.47, Revocation of Vehicle Registration for Failure to Comply with a Motor Vehicle Emission Inspection Ordinance.

Rule 39.B.61, License Plates for Governmental Agencies and Taxing Districts. This rule establishes the criteria for issuing exempt license plates to governmental agencies and taxing districts.

Without objection, the Board approved Rule 39.B.61, License Plates for Governmental Agencies and Taxing Districts.

Rule 39.B.80, Issuance of Intransit Permits. Legislation affecting Title 49, Chapter 4, Idaho Code, has substituted the word rescind with suspension or revoke. Also, the definition of "maximum gross weight" and "vehicle" are no longer necessary in the rule because it duplicates the definition in the statute. The number of the rule will be changed to 39.C.81 due to movement of the port of entry from Motor Vehicles to the Division of Highways.

Without objection, the Board approved the changes to the renumbered Rule 39.C.81, Issuance of Intransit Permits.

Proposed Changes to Rules Governing Aeronautics. The Board approved the changes to the following rules which have been updated to reflect the change of Aeronautics from a Bureau to a Division. No substantive changes were made.

- 39.D.02, Marking of Obstructions to Air Flight
- 39.D.03, Restriction of Flight in Designated Emergency Areas
- 39.D.04, Idaho Airport Aid Program
- 39.D.05, Aircraft Registrations
- 39.D.06, Commercial and Through-the Fence Operations and Hangar Construction at State Airports
- 39.D.07, Aerial Search and Rescue of Lost Aircraft and Airmen
- 39.D.08, Operations at State Airports

Proposed Organization Chart. ITD's organization chart was revised to elevate the Aeronautics Bureau and the Public Transportation Section to Division status per Board action, as well as to delineate the relationships between the Advisory Boards and the Department. Also, changes were proposed to elevate the Environmental Unit to section status and to transfer the Design Section and Environmental Section from the Operations Bureau to the Transportation Services Bureau.

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Without objection, the Board approved the proposed changes to the Department's organization chart.

Status of Employee Committee Reports. During the end of September, the Principle Management Group formed sub-groups to study the reports and build action plans for implementing the employees' suggestions. These reports were transmitted to the Acting Director. The suggestions that can be implemented immediately will be acted on, while those that need further refinement will be sent back to the various committees for further discussion and action. It is intended that these committees will be permanent in nature and that their work will be ongoing.

During the first week of October, copies of the 1992 Employee Committee reports were sent to all employees. These reports included a brief history of the employee survey, committee organization, and a cover memo from the Board.

Status of Bicycle/Pedestrian Coordinator Position. The job announcement for this position closed on September 16. However, the Personnel Commission has determined that none of the candidates met the minimum qualifications for the position. The candidates are being given the opportunity to provide additional information. Assuming the candidates can provide additional information and are determined to be qualified, ITD should have a register the last week of October and the position could be filled in November.

Status of Aircraft Purchase. Financing of the replacement aircraft is being coordinated by the Division of Financial Management in the Governor's Office.

Status of Sandpoint Interim Improvements. District 1 has been identifying and preparing solutions to offer a quick fix for Sandpoint's traffic problems, including traffic lights, widening at corners, and changes to the one-way grid. The District has been communicating these possible solutions and working on rerouting traffic to complete sewer repair with the Sandpoint Mayor.

Advancement on completing the EIS on the alternate route is on hold and future action will depend on the outcome of the solutions investigation and the decision on funding. The railroad relocation project has advanced to a point that the railroad is eager for ITD to acquire the right-of-way through Sandpoint. The District is looking into what portions of the right-of-way may be needed for future improvements to US-2 and Sandpoint solutions. Negotiation and acquisition will advance on

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those portions of railroad right-of-way once appraisals and site audits for hazardous and toxic material/waste can be completed.

Status of Valbois Development, SH-55. Information from the latest draft of the Valbois SH-55 Traffic Impact Analysis was reviewed. Valbois is currently reviewing the report and will make minor modifications that may alter the final results. Additionally, the development plan is subject to approval by ITD, the Forest Service, and Valley County.

The phased development is scheduled to begin in 1995 and be completed in 2004. Due to the traffic impacts expected on SH-55 from the Valbois development, staff has prioritized a list of mitigation projects that should be negotiated with the developer. ITD will continue to monitor and participate, upon request, in the process of the supplemental environmental impact statement and the master development planning process.

Hearing Coordinator Position. The Board discussed the various options on the placement of this position within the Department. Without objection, the Board approved placing the hearing coordinator position under the Executive Assistant to the Board.

Division of Public Transportation (PT) Report. Two of the three additional positions approved last spring for this division have been filled. As required under the new ISTEA, PT completed its portion of the Idaho Transportation Improvement Plan (ITIP) and submitted it to the Board for review.

The public transportation provider in District 6 has been experiencing difficulties in obtaining continued funding for public transportation services in the urbanized area. This item will be submitted for the Board's consideration at the November meeting.

The appointees to the Public Transportation Advisory Council (PTAC) have been contacted to confirm their service in this capacity. All have agreed to accept the appointment as determined by the Board at its September meeting, and will meet with staff to review nominations and develop a list of recommendations for the Board's consideration for the Regional Public Transportation Advisory Committees (RPTAC).

Development of grants for FY93 funding is in the final stages. A review panel will be used to review applications, and recommendations will be presented to the Board for approval at the November meeting. Beginning with FY94 funding, the RPTAC and the PTAC will develop recommendations for funding to submit to the Board.

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FY94 Major Budget Items. The Board members reviewed a brief summary of budget recommendations the Department is in the process of submitting to the Division of Financial Management (DFM). The requests include 1) adjusting personnel costs upward to cover fringe benefit changes, shift differential, and longevity changes; 2) increasing operating expenditures by 3.5% to keep within the DFM guidelines for FY94; 3) 36 additional full-time positions; 4) PC network and hardware to link systems together; 5) automation of a document storage/retrieval system; 6) additional plant mix and asphalt for spot improvements for high volume and heavy truck traffic sections; 7) increasing the state contract construction program to \$14 million; and 8) \$4.2 million for capital improvements, and building replacement and maintenance. The total budget request amounted to \$276,894,400.

Discussions with DFM personnel have resulted in a reduction of some decision units. Of items 3) and 4) listed previously, only ten of the 36 positions requested were approved, and the PC network and support systems were eliminated.

Proposed Rule 39.C.65, Traffic Minute Entries. This new rule updates and takes the place of Board Policy B-12-03 and Administrative Policy A-12-03. The purpose of this rule is to document in rule form the presently established procedures for making Traffic Minute Entries for the State Highway System which regulate speed zoning, parking, traffic control devices, and the selective exclusion of traffic.

Without objection, the Board approved promulgating Rule 39.C.65, Traffic Minute Entries.

Signing for St. Luke's Regional Medical Center. St. Luke's Regional Medical Center in Boise has requested signage on highways I-84, US-20/26, SH-44, and SH-55 that would direct motorists to its location. After reviewing the extensive study conducted by staff and considerable discussion, the Board members voted unanimously to deny the request, based on applicable existing state and federal standards.

Right-of-Way Use Permit #03-93-023, F-3111(13), Key A2579, US-30. The request from D.B. Anderson, Inc. is for a new approach within existing partial control of access to service a proposed convenience store to be located on the north side of the highway. The proposed approach would be located within the beginning of the storage area of the left turn bay for Allen Road, which could possibly lead to confusion between traffic wishing to turn into the convenience approach and traffic using the left turn bay for Allen Road, resulting in possible rear-end accidents.

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So that safety of the motorist could be maintained and potential congestion eliminated, the Board denied the application for a new approach.

Sample Radio Information Message. The Board members listened to the tape of sample radio information messages received from the Colorado Department of Transportation. The governmental agency who operates the station, or its designated agency such as a chamber of commerce, develops the message. The Federal Communications Commission (FCC) and the Transportation Department should monitor the messages for compliance with FCC and Department rules.

Quarterly Report on Current FY-Program Obligations. FY92 year-to-date showed obligations of \$112.16 million. This increase is due to the following:

FY92 limitation	\$108,830,000
August redistribution	530,000
revised obligations	2,800,000
	<u>\$112,160,000</u>

Review of Access Control Map. This item was deferred to the November meeting.

Authority to Negotiate and Acquire Land, IR-84-2(001)50, Key 2521, Parcel 12, and Parcels 131-132, I-84. These two items were deferred to the November meeting.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

STKP-3651, Key 5003 - New Plymouth Maintenance Yard & Black Canyon Interchange Stockpile Site, Payette County. Low bidder: Riley Hill General Contractor Inc., Ontario, Oregon - \$92,040.00.

STP-HES-8313(100), Key 4625 - SH-45 and Lake Lowell Ave. Intersection, Canyon County. The low bidder was more than ten percent over the engineer's estimate, requiring justification. One bid was received, and the bidder's prices were higher than the engineer's estimates on nearly all of the items. The engineer's estimate was developed using the Average Unit Price Report and prices from two similar intersection projects recently constructed. The District feels this bid is too high and re-advertising the project for construction next year will generate more interest from contractors, resulting in more bidders and a more reasonable price. Also, it is too late this year to complete the project, so no time will be lost due to

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re-advertisement. The Board concurred with staff's recommendation to reject this bid and re-advertise it at a later date.

STM-3290(604) & STM-3290(607), Keys 5037 & 5304 - Idaho City to Lowman & Lowman to Banner Summit, Boise County. Low bidder: Gillingham Construction, Inc., Boise, Idaho - \$141,257.00.

Yard 33100, Key 4807 - Hammett Maintenance Yard (Well), Elmore County. The low bidder was more than 25 percent under the engineer's estimate, requiring justification. One bid was received and the bidder's prices were lower than the engineer's estimate on nearly all of the items. The engineer's estimate was based on other well drilling projects constructed in the past. These were deep wells drilled on federal-aid projects and had an average cost of about \$50 per foot for well drilling and well casing.

The bidder's price of \$30 per foot for well drilling and well casing is reasonable based on recent phone conversations with drillers experienced in shallow wells and familiar with the Hammett area. The bidder also bid zero for mobilization, compared to \$2,000 in the engineer's estimate. The Board concurred with the staff's recommendation to award the contract at this time. Low bidder: Eaton Drilling & Pump Service, Inc., Wendell, Idaho - \$13,075.00.

BRS-2727(006), Key 2012 - Rock Creek Bridge, Twin Falls; Twin Falls County. Low bidder: Idaho Construction Co., Kimberly, Idaho - \$2,032,621.06.

ST-6350(606), Key 5110 - Darlington Realignment, Butte and Custer Counties. Low bidder: Beco Construction Company, Inc., Idaho Falls, Idaho - \$299,705.94.

NH-F-1481(053), Key 4465 - Lava Hot Springs to Lund, Bannock and Caribou Counties. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$3,046,610.00.

Out of State Travel. The Board reviewed the travel requested and had no questions or comments.

Board Minutes. The September Board minutes were approved as corrected by the Board members.

Executive Session on Personnel Issues. In accordance with Section 67-2345(b), Idaho Code, Vice Chairman Smith moved, seconded by Member Mitchell, that the Board meet in executive session at 5:10 PM to discuss personnel issues with the Acting

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Director. The executive session ended at 5:40 PM. No decisions were made.

WHEREUPON, the Board meeting and tour of District 4 ended at 6:00 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
December 7, 1992
Boise, Idaho

October 23, 1992

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 19-20, 1992

The following people met at the District 3 Maintenance Shed in Boise, Idaho on November 19, 1992 at 8:00 AM for the regular Board meeting and tour of District 3.

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Mike P. Mitchell, Member - Region 3
Mary F. Detmar, Executive Assistant to the Board
Sue S. Kaufman, Administrative Secretary to the Board
G. Keith Green, Acting Director
Jeff Stratten, Public Affairs Officer
LeRoy Meyer, District 3 Engineer
Jim Richard, District 3 Assistant Engineer
Jack T. Coe, Division Administrator - Federal Highway
Administration

Meeting with Boise Maintenance Employees. The Board members and Acting Director met with several of the employees from the Boise Maintenance Shed. Among the suggestions from employees were: being allowed to begin work earlier to take advantage of the shift differential pay, difficulty applying for promotions because of Personnel Commission requirements, and additional pay to keep up with the increased cost of living in Ada County.

The Board meeting resumed in the District 3 conference room.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

December 7-8, 1992 - Boise
January 7-8, 1993 - Boise (changed from January 28-29)
February 18-19, 1993 - Boise

ITD's Annual Report. The ITD Annual Report is published in accordance with Sections 40-316(1) and 67-2203, Idaho Code. At the beginning of each legislative session, the report is distributed to the governor's office and staff, the legislature, media, private transportation groups, and other interested parties to inform them about the positive, economic contributions the department is making to the state and to give a general overview of the department's financial condition.

After reviewing the draft report, the Board members approved it with their recommended revisions. Chairman Combo will prepare the Board's statement to include in the report.

November 19, 1992

Legal Briefing. The Board reviewed the quarterly report of legal actions. Chief Legal Counsel Trabert also briefed the Board on the status of other major legal cases.

Review of the Local Highway Needs Assessment Council's (LHNAC) Present Duties. As requested by the Board earlier, staff identified what LHNAC is currently doing and who would perform the functions if LHNAC was dissolved. ITD would take over the responsibilities of LHNAC if it were dissolved. The Board members reviewed the information and expressed concern about an apparent lack of communication between the LHNAC members and their respective associations. CTS Dick will discuss this with LHNAC.

Access Control Map. Staff presented the updated rural highways access control map, in accordance with Board Policy B-12-15 and Administrative Policy A-12-15. Without objection, the Board approved the updated access control map.

Annual Employee Training Cost Report. Employee classroom hours totaled 77,421 in FY92. This is a 6% decline in total hours from FY91. Training expenditures are .9% of overall expenditures and 2.9% of the salary and benefits expenditures. Business and industry training costs are typically 1.5-2% of total expenditures and 6-10% of salary expenditures.

The Board members acknowledged the resignation of Gwen Smith, Training and Development Supervisor, effective November 13. They wished her well with her new career at BSU and thanked her for an outstanding job she's done at ITD. Chief of Administration Transtrum presented Ms. Smith with her 10-year service pin.

North Cole Road of the Cole/Overland Interchange Project, and Authority to Negotiate and Acquire Parcel Nos. 131-132 Valued Over \$100,000, IR-84-2(001)50, Key 2521, I-84. After considerable discussion on making North Cole Road a separate project and on acquiring parcel numbers 131-132 for this project, the Board deferred these items. Staff is to look for alternatives to taking all of the Wild Waters property and present them to the Board at the December meeting. Staff shall also provide a history on the income approach appraisal method.

Authority to Negotiate and Acquire Parcel No. 12, Project IR-84-2(001)50, Key 2521, I-84. The subject property is a .399 acre parcel that is a commercial-zoned property. Until recently, it was operated as a convenience store.

Without objection, the Board concurred with the State Highway Administrator's recommendation to negotiate for and acquire parcel 12 in excess of \$100,000.

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Hearing and Design Approval, Glenwood Bridge, STP-F-3190(100), Key 4781, SH-44. A public hearing was held in September 1992 for this project to realign and replace the existing bridge and reconstruct the roadway between Marigold Street (M.P. 0.6) and State Street (M.P. 1.3).

Because the project was uncontested, the Design Engineer will give design approval in accordance with Administrative Policy A-13-02. This item was submitted for the Board's information.

Idaho Falls Transit - Section 9 Program. When the Idaho Falls metropolitan area was designated a new urbanized area in FY92, it became eligible to receive Section 9 funding instead of Section 18 funding. However, the administrative process and systems were not in place for the local municipality to apply for these funds. The Public Transportation staff requested approval to apply for FY93 Section 9 funding on behalf of the Idaho Falls urbanized area.

Without objection, the Board gave approval for the Division of Public Transportation to apply for FY93 Section 9 funding for the Idaho Falls area.

Quarterly Report on Bad Checks. During the third quarter of 1992, \$12,144,144.64 in checks was processed. Of the total outstanding returned checks in the amount of \$55,984.41, the Motor Vehicle Accounting Section collected \$11,040.87 and the collection agency collected \$471.20 for a total of \$11,512.07, or a 21% collection rate.

Right-of-Way Use Permit 4-93-035, Project F-2371(2), Key A2381, SH-46. This request is to widen and remove the usage restriction from an existing residential and farm use approach. Sight distance is excellent.

The Board approved the change subject to: 1) a stipulation be added to the right-of-way use permit that adequate on-site parking be maintained, and 2) collection of appraisal fees and appraised value.

Right-of-Way Use Permit 03-92-140, Project RF-3112(30), Key A0147, US-95. At the April 1992 meeting, the Board approved a new approach to Mr. Lakey's property, subject to an appraisal and collection of appraisal fees and value. An appraisal for the new approach was obtained by the property owner at his expense and was reviewed and accepted by department staff. The value was determined to be \$500.00 and that sum has been collected. No appraisal fee would be assessed because the appraisal was provided by the property owner.

Without objection, the Board approved and signed the quitclaim deed.

November 19, 1992

Right-of-Way Use Permit 3-93-070, Project ST-3790(503), SH-55. This item was deferred to the December meeting to allow the property owner to appear or present written information.

Right-of-Way Use Permit 1-92-219, Projects F-5116(12) and F-5116(24), Key A0409, US-95. Hecla Mining Company is in the process of developing the property between Silver Lake Mall and Wilbur Avenue east of US-95. At the August Board meeting, the Board deferred action on this request in order to obtain information from the City of Coeur d'Alene regarding its comprehensive plan.

The City has jurisdiction over the proposed extension of Wilbur Avenue which would connect to US-95 and has agreed to accept Wilbur Avenue as a city street provided that all costs associated with the access are paid by the developers. The City has also indicated that this would be the last traffic light on US-95 within the city limits.

Hecla Mining Company had an estimate of the market value of the connection performed. The value of the connection was found to be \$250,000. The Right-of-Way Section has reviewed the estimate and concurs with the appraised value. Cost of the signal installation and roadway improvements is estimated to be \$354,000.

Staff recommended approving the connection of Wilbur Avenue to US-95 subject to the following: 1) that the developers pay the full actual costs of the signal installation and roadway improvements; 2) that an agreement between the developers, City of Coeur d'Alene, and the State of Idaho be executed indicating the responsibilities of each party; and 3) that 80 feet of right-of-way on Wilbur Avenue be deeded to the City of Coeur d'Alene to provide for a 5-lane section.

The Board unanimously approved this connection project, subject to stipulations that would secure the \$250,000 for the access and \$354,000 for the signal installation and roadway improvements.

Sign Status Report. The Board members reviewed the sign status report covering the time period from November 1991 through October 1992. The total number of illegal and nonconforming signs is 166. The largest percent of these signs are located on US-30 and SH-44. These highways were reclassified for construction purposes and not highway beautification. Because of possible future reclassification, the Department is not actively pursuing the acquisition of these signs.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

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STP-NH-F-5101(004), Key 3497 - Jct. US-95 East (North of Bonners Ferry), Boundary County. Low bidder: S.A. Gonzales Construction, Inc., Newman Lake, Washington - \$2,525,622.30.

STM-3260(602), Key 5226 - New Plymouth Area, Payette County. The low bid was more than 25 percent under the engineer's estimate, requiring justification. Because this type of project is new for this area, the engineer's estimate was based on similar projects in District Four, then increased for estimating in this area. The District feels that the engineer's estimate is in error and the low bid is a fair bid; therefore, it recommended awarding this project. The Board concurred. Low bidder: Robert V. Burggraf, Inc., Idaho Falls, Idaho - \$608,761.30.

ST-7282(601), Key 5098 - East 5 Points to 3200 East Road, Twin Falls County. Low bidder: Gordon Paving Company, Burley, Idaho - \$617,511.50.

ST-6500(605), Key 5122 - Rainey Creek Bridge to Wyoming Line, Bonneville County. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$1,371,760.80.

The Board also affirmed the Acting Director's decision to award the following bid after consultation with Chairman Combo and Member Mitchell on November 10, 1992. STM-3110(604), Key 5225 - Weiser River Br. - North, Adams County. The low bid was more than ten percent over the engineer's estimate, requiring justification. Miscommunication during obtaining estimated pre-boring cost estimates resulted in the cost being extremely lower than the actual cost bid. Also, the engineer's estimate was increased because of the remoteness of the project and small quantities involved; however, these increases were not sufficient to cover the actual cost. The District wanted this project to be completed as soon as possible this year as additional moisture may cause further eroding of this section of US-95. The district also recommended awarding this project because the amount bid is still within the programmed amount. Low bidder: Alexander Construction Inc., Nampa, Idaho - \$107,041.68.

Out-of-state Travel. The Board reviewed the out-of-state travel requests and had no questions or comments.

At 1:00 PM the Board members and appropriate staff departed the District Office to start the tour of District 3.

The tour group drove east on US-20, then north on SH-55 and SH-44 reviewing the Fairview-Eagle Road project and the Eagle alternate route. Heading north again on SH-55, the realignment of that road from the junction of SH-44 was discussed.

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Delegation - State, County and City Representatives
Regarding the Smith's Ferry to Round Valley Cutoff.

Representative Gurnsey organized a meeting in Cascade at the Valley County Courthouse to urge the Board to construct a cutoff on SH-55 from Smith's Ferry to Round Valley. State Representative Danielson said the issue is not a local problem, but a state matter because SH-55 is one of two major north-south routes in Idaho. State Representative Wilde indicated that there's more traffic now on SH-55 since the improvement project on Horseshoe Bend Hill was completed. Valley County Commissioners supported the project saying that bypassing that stretch of SH-55 is of vital economic importance to the businesses. The Mayor of Cascade was worried about safety problems with the narrow curving road. Donnelly's Mayor talked about the senior citizens driving recreational vehicles who are terrified of the road. The Mayor of McCall said the city is growing and if the road was closed for any reason, the area would suffer a severe economic loss. An Idaho State Policeman Mitchell Rouska asked that the curve south of Smith's Ferry be realigned, and that more passing lanes be constructed. The Valley County engineer wanted the Rainbow bridge saved by build-ing the bypass. The Valbois developer asked that a long-range comprehensive plan of highway improvements on SH-55 be written.

Chairman Combo indicated that Governor Andrus was unable to attend the meeting but had asked for a report. Vice Chairman Smith asked if Valley County would assume jurisdiction of the existing road if the cutoff was built. The Commission responded that it would consider the possibility. Member Mitchell said that the state could use help from the local people in acquiring necessary rights of way. Vice Chairman Smith discussed the increasing environmental impacts being placed on that state that would certainly play a big part in this project. District 3 Engineer Meyer indicated that passing lanes on SH-55 are currently being considered.

November 20, 1992

The Board meeting reconvened at the McCall City Hall at 7:45 AM on Friday, November 20, 1992.

Delegation - Payette Lake Trails Coordinator. Candy Anderson briefed the Board on the status of the trail. Due to the efforts of a National Guard unit this summer, 4.2 miles of the trail are ready for paving. The project is divided into four phases, a total of almost 13 miles, and is estimated to cost \$1.1 million. She indicated that the project is unique in that it is a cooperative effort of public and private resources. Enhancement funds would complete the project earlier. Chairman Combo said the enhancement funds would be prioritized at the January Board meeting.

November 20, 1992

Delegation - McCall City Representatives and Residents. Bill Kirk and Dick Cowdery of the City's transportation committee reiterated the need for the Deinhard Lane alternate route so that traffic would be better distributed in the destination resort area. They also asked why the project was moved by the Board last September from the state program to the local program.

Chairman Combo explained the funding constraints faced by the Board and said that only one of the two McCall alternate routes could be funded. The long route beginning south of the airport was deemed by the Board to be of statewide interest, while the Deinhard Lane alternate served local traffic. Vice Chairman Smith added that for long-range planning and safety reasons, the long route best served the needs of the state. Member Mitchell said he'd be residing in McCall for the months of January and February and would be available for assistance and communication with the other Board members. The County has pledged approximately \$900,000 which could be used to start the route.

Upon leaving McCall, the tour continued on SH-55 to New Meadows. A meeting had been scheduled with maintenance employees from the New Meadows shed, but all were out plowing and sanding the highways. Foreman Charlie Viperman and ISP Officer Mitchell Rouska rode with the Board and staff north on US-95 to Pinehurst so that the ten-mile stretch of highway along the Little Salmon River could be reviewed as a potential widening and realignment project. At Pinehurst, the group turned around and returned to New Meadows maintenance shed where Foreman Viperman and Officer Rouska resumed their regular duties and Board members completed the remaining Board agenda items.

Status of Sandpoint North/South Project. The revised preliminary draft EIS, which rejects two alternatives, will be ready for review pending 4(f) evaluation. Also, ITD and the City of Sandpoint will be meeting at the end of the month to discuss "quick fix" solutions to Sandpoint's downtown congestion.

Legislative Audit. The Legislative Auditors began their audit of ITD the week of November 9, 1992. As usual, the Legislative Auditors will focus their review on ITD's financial systems, compliance with federal and state regulations, and internal controls.

From New Meadows, the tour continued on US-95 with DE-3 Meyer briefing the Board on completed and upcoming projects.

Lunch in Cambridge with Senator Hartung and Representative Sutton. Senator Hartung was interested in the Weiser alternate route and status of the bridges on SH-52. She suggested that the guardrail on the railroad overpass on SH-52 needed repair. Representative Sutton asked about the illegal outdoor advertising

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sign on US-95. She said the sign owners have asked for legislative reform to help their case.

After lunch, the group traveled US-95, then I-84 to Caldwell.

Delegation - Phil Batt, Canyon County Commissioners, Nampa Mayor and Caldwell Mayor. Delay of the Nampa-Caldwell Boulevard project was the concern voiced by Phil Batt. Nampa City Engineer Bledsoe suggested that intersection improvements could help greatly to improve safety and asked that the project be designed to the point where a decision could be made whether the total project would be urban or rural. Mr. Batt admitted that acquiring the necessary right-of-way for the project would be difficult and believed that local officials may be able to help through agreements with the property owners.

The Board indicated that it would help accelerate the project and authorized staff to proceed with the suggestion offered of right-of-way assistance.

Nampa Councilman Starr thought that the Karcher Road intersection with US-30 could be added to the Karcher interchange project. Chairman Combo explained that recent funding constraints imposed on the state were the reason for over 70 projects being delayed last year. The Board hoped that the Clinton administration would release additional highway funds next year.

The tour members left Caldwell and traveled on I-84 to Boise where the Board meeting and tour officially ended at 4:45 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
December 7, 1992
Boise, Idaho

November 20, 1992

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 7-8, 1992

The Idaho Transportation Board met in regular session in Boise, Idaho on December 7, 1992, at 8:00 AM in the Transportation Building. The following people were present:

John X. Combo, Chairman - Region 1
 Leon E. Smith, Jr., Vice Chairman - Region 2
 Mike P. Mitchell, Member - Region 3
 Mary F. Detmar, Executive Assistant to the Board
 Sue S. Kaufman, Administrative Secretary to the Board
 G. Keith Green, Acting Director
 Jeff Stratten, Public Affairs Officer
 Jack T. Coe, Division Administrator - Federal Highway Administration

Board Meeting Dates. The following meeting dates were scheduled by the Board:

January 7-8, 1993 - Boise (changed from January 28-29)
 February 18-19, 1993 - Boise
 March 25-26, 1993 - Boise

October Board Minutes. The Board approved the October Board minutes as corrected by the Board members.

November Board Minutes. The November Board minutes were approved as corrected by the Board members.

Chairman's Report. On December 5, the Board members met with Senators Hansen, Fraser, Sweeney, Hartung, Thorne, and Haun; Representatives Sessions, Lance, Larsen, Steele, and Wood; Jim Pingree, and Hatch Barrett. Tag axles and ports-of-entry were the main topics. Better communication between ITD and the Transportation Committees is needed.

Beginning with the next proposed rule changes, a draft will be sent to all Senate and House Transportation Committee members one month before the Board is to review it. A non-technical statement of purpose and fiscal impact will accompany the proposed rule. Also, ITD may advise the germane committee of people who are interested in the proposed rule-making.

The Board requested information from ITD staff on the history of tag axles, what other states have done on this issue, if other states have exemptions, and if other state restrictions are done by statute or rule.

Acting Director Green reported that ITD is preparing a bill on lift axles as requested by Senator Hansen. Member Mitchell voiced concern on ITD writing bills when the Legislative Council

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is available to legislators for that purpose. Staff is to prepare a policy to include: proposed legislation shall only be drafted by ITD employees 1) at the request of the Senate or House Transportation Committee Chairperson, 2) if the subject is on the Governor's agenda, or 3) if the item is in ITD's interest.

Boards and Commissions. The Board raised concern on the number of committees being formed by ITD for various tasks. The Board placed a moratorium on creating advisory groups/task forces/boards/commissions without prior approval of the Director. Chairman Combo requested staff to investigate the possibility of having the Local Highway Needs Assessment Council act as an umbrella to carry out the responsibilities of some of these committees.

Staff is to develop an organization chart for the current boards/commissions/advisory groups. The Board also requested a presentation by each board/commission/advisory group chairperson to the Transportation Board during 1993 to cover the status of activities, planned goals, needs, etc. EAB Detmar will arrange a schedule for these presentations throughout the coming year.

Cost Allocation Study. Member Mitchell reported on the December 5 meeting of the Cost Allocation Study Task Force. The committee will be communicating with LHNAC.

Sandpoint Meeting. Member Mitchell complimented the District 1 staff and the Director on the professional presentation to the Sandpoint Mayor and City Council on November 30. The following interim improvements were proposed:

- 1st and Pine - install traffic signal and street lights, widen pavement, and add curbs, gutters, and sidewalks
- 1st and Cedar - add street lights, curbs, gutters and sidewalks
- 5th and Larch - install traffic signal and street lights
- 5th and Cedar - install new, improved traffic signal, street lights, widen pavement and construct curbs, gutters and sidewalks
- 5th and Pine - install traffic signal, widen pavement and construct curbs, gutters, and sidewalks
- three sign bridge structures

Member Mitchell made a motion to approve adding \$350,000 to the FY93 construction schedule in the state-funded highway development program for the downtown Sandpoint project, key 5453. Vice Chairman Smith seconded the motion and it passed unopposed.

Request for a new approach, F-FG-5116(21), SH-200. This item was deferred to the January meeting at Mr. Sletager's request.

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Right-of-Way Use Permit 3-93-073, Island Wood Subdivision, ST-3790(1), Key A2498, SH-55. The subject property is being developed as a subdivision. The owner, Mr. Baker, has four unrestricted approaches, which he proposes to exchange for two public road approaches. Ada County Highway District will take over the two public road approaches. These proposed approaches have excellent sight distance and the roads would have two exit lanes, a 10 foot median, and one entrance lane for each approach.

Without objection, the Board approved and signed the exchange deed.

State Funds Balance Status. As of October 31, 1992, the Department's cash balance was \$41.5 million. The optimum operating cash balance for the Department is approximately \$25 million. The Acting Director has instructed the Districts to expedite development of state-funded (ST) projects to the contract stage, to use the available cash balance. Staff requested authorization to advance FY94 state-funded projects, as they are ready, to take advantage of the available cash balance.

The Board questioned how the District Engineers feel about the first-come first-served philosophy of project award. This is to be discussed at the next Highway Operations Committee meeting.

Without objection, the Board approved advancing FY94 state-funded projects as they become available, subject to review, to take advantage of the available cash balance.

Delaying St. Charles to Bloomington, ST-1530(602), Key 5347, US-89, District 5. The district is requesting delaying this project from FY93 to FY94 because a materials source required for this project cannot be secured until FY94. This is a state-funded project in the amount of \$700,000.

Without objection, the Board approved delaying project ST-1530(602) from FY93 to FY94.

Advancing Winder to Banida, ST-1490(600), Key 5368, US-91. As a substitute to the above project, the district requested advancing key 5368 from FY94 to FY93. This is also a state-funded project in the amount of \$700,000 and the materials source for this project has been tested and approved. This project is ready for contract. No financial impact to the state-funded program will result from these changes.

Without objection, the Board approved advancing Winder to Banida, key 5368 from FY94 to FY93.

State-funded Project in Cooperation with the Department of Energy (DOE), ST-6380(601), Key 5452, US-20/26. The DOE and ITD District 6 have jointly prepared a project proposal to construct

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a one-way ramp leaving Portland Avenue at the Idaho National Engineering Laboratory (INEL) carrying INEL traffic south, passing under US-20/26 to merge eastward onto US-20/26. The DOE will provide \$618,000 to fund the cost of construction of this \$785,000 safety project. The DOE is requesting that ITD pay for \$74,000 in preliminary engineering which the District will accomplish with a consultant to make the project ready for contracting in FY93 as requested. The District would also provide state forces for construction engineering valued at \$93,000, which would come out of its budget.

Without objection, the Board approved adding the \$74,000 INEL Exit Ramp project to the FY93 construction schedule in the state-funded highway development program.

Enhancement Advisory Committee. In October 1992 the Board authorized the appointment of a ten-member Enhancement Advisory Committee on a one-year basis to assist in the administration of the Transportation Enhancement Program. The Board members reviewed the list of people appointed to this committee. They recommended replacing District 3 Environmental Planner Dennis Clark with Bob Humphrey from District 4 to get a broader geographical representation.

LHNAC Phase II Study Update. At the January 1992 Board meeting, LHNAC sought approval to begin Phase II of the Local Highway Needs Study Update. The Board deferred beginning Phase II for one year.

In the interim, LHNAC reviewed the tasks, criteria, and standards to determine if costs could be reduced. LHNAC concluded that the tasks, criteria and standards were at a minimal level and should not be reduced further. Since the January 1992 Board meeting, salary rates have increased, causing the cost of the study update to elevate to \$520,460; a 4 1/2 per cent increase.

Funding for the update would be provided by planning funds for urbanized areas (\$110,000), LHNAC (\$120,000), and surface transportation program planning funds (\$290,460).

Vice Chairman Smith made a motion to approve the scope of work and funding for Phase II of the LHNAC study update in the amount of \$520,460. Member Mitchell seconded the motion and it passed unanimously.

Delegation - State Treasurer Lydia Justice Edwards. Treasurer Edwards complimented Kathy Chase, Motor Vehicles Accounting Manager, for her willingness to resolve the delay in depositing checks by installing software to allow quicker deposit.

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Treasurer Edwards asked the Board to consider reinstituting the Deinhard Lane (McCall) alternate route to convey the Board's support for the project. She believed that a legislative proposal would be introduced during the 1993 session that would seek General Fund money for the project. The Board's programming schedule could influence the passage of the bill.

Chairman Combo informed the State Treasurer that the Board met with McCall officials and residents in November and explained the Board's reasoning for placing the McCall alternate route on the national highway system program and the Deinhard Lane alternate route on the state-local program.

Treasurer Edwards also urged the Board to consider building a rest stop on SH-55 between Boise and McCall. Chairman Combo indicated that staff is working on criteria and guidelines for new and improved rest areas. Staff is also meeting with other state and federal agencies to identify potential joint rest areas. Her request will be forwarded to the appropriate staff.

Delegation - Lloyd Walker. Mr. Walker described the Oregon Trail sesquicentennial activities planned in Idaho during 1993. He asked the Board to consider interpretative centers at the Cherry Creek rest area on I-15 near Malad, at the Snake Riverview rest area on I-84 near the Oregon border, and close to the Three Island Crossing near Glenns Ferry. His request will be considered by staff and any recommendation communicated by Acting Director Green to the Sesquicentennial Committee.

Legal Issues. The Board members discussed legal matters with Chief Legal Counsel Trabert.

Administrative Appeal, Cummings Lake Lodge. The Hearing Officer's findings of fact and conclusions of law recommended the sign owned by Nancy M. Cummings be removed.

The Board affirmed the hearing officer's findings as shown in Exhibit 73 which is made a part hereof with like effect.

Delegation - Maeve and Roger Libby. Mrs. Libby and her uncle appeared before the Board to appeal the Hearing Officer's findings of fact and conclusions of law regarding their outdoor advertising signs (#34004 on SH-55 and #34031 on US-95). Mrs. Libby based her appeal on the constitutionality of freedom of speech, the right of just compensation for real property taken, and that people shall not be oppressed. Chairman Combo indicated that the highway beautification law was challenged in the U.S. Supreme Court and found to be constitutional.

Mr. Libby believed that he had grandfather rights because the sign was first erected in 1954 even though it was taken down in 1976, then erected again in 1988.

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The Board members were empathetic and suggested that, if possible, additional sites be researched so that the signs could be legal. They further indicated that their decision to adopt the Hearing Officer's findings would not be binding for 90 days to allow the Libby's time to seek judicial relief.

Vice Chairman Smith moved, seconded by Member Mitchell, that the Hearing Officer's decisions be affirmed. Motion carried unanimously. Copies of those orders are shown in Exhibits 74 and 75 which are made a part hereof with like effect.

Delegation - Doren Ellis, Right-of-way Use Permit 3-93-070. Mr. Ellis and his attorney argued that his request for an additional approach to his Boise Valley Pack, Inc. property on SH-55 was guaranteed due to prior stipulation even though the expiration period had elapsed. Mr. Ellis further questioned the intended use of the property with regard to the Eagle alternate route project. He understood that the Department did not now intend to purchase the property for mitigation of the project. Staff will determine the current status and notify Mr. Ellis.

Vice Chairman Smith moved, seconded by Member Mitchell, that the access request be denied because the approach would be within 250 feet of the planned intersection of the Eagle alternate route and SH-55 thus causing a safety concern. Motion carried unanimously.

Delegation - Jim Walker. Mr. Walker intended to appeal the Hearing Officer's findings of fact and conclusions of law regarding his outdoor advertising sign #21862 on SH-75. Instead, in an informal discussion with Vice Chairman Smith, Walker agreed to renovate his sign and move it 100 feet south of its present location, which would make the sign legal. No further action was taken on this matter.

North Cole Road of the Cole/Overland Interchange Project, IR-84-2(1)50, Key 2521, I-84. Staff reported on additional alternatives for this project. Member Mitchell questioned if this project could be completed in three phases and also asked what the engineering options are.

Staff will determine: engineering options, the feasibility of splitting this project into three phases in order to balance the program funding, and the possibility of making North Cole Road a separate project. This information will be presented to the Board when available.

Authority to Negotiate and Acquire Land Valued Over \$100,000, IR-84-2(001)50, Key 2521, I-84. Right-of-Way Manager Leonard Hill explained the process of acquiring the appraisals on Parcel Nos. 131-132, Wild Waters Water Park. Vice Chairman Smith

requested copies of the two appraisals, which RW Manager Hill provided.

Authorization to Initiate Negotiations on Parcel Nos. 29 and 62, Project NH-F-6423(006), Key 0385, US-20. Member Mitchell made a motion to approve the recommendation of the Chief of Highway Operations to authorize negotiations on Parcel Nos. 29 and 72 valued over \$100,000 and waive the requirement to obtain a second appraisal. Chairman Combo seconded the motion and it passed unopposed.

Grant Applications for Federal Transit Administration Sections 8, 16, 19, and 26(a)(2) Programs. The Division of Public Transportation requested Board approval to apply for, execute and implement the federal grants which fund the following programs: Section 18, Rural public transportation - \$722,602; RTAP, a portion of the Section 18 program which provides training and technical assistance - \$63,235; Section 16, capital assistance of the elderly and disabled - \$289,287; Section 8, planning and technical assistance - \$153,000; and Section 26(a)(2), planning and technical assistance - \$38,750.

Vice Chairman Smith moved, seconded by Member Mitchell, to approve the Division of Public Transportation's application for, execution and implementation of the Federal Transit Administration grants funded under Section 18, 16, 8, and 26(a)(2). The motion passed unopposed.

Appointees to Regional Public Transportation Committees. The Board members approved the following appointments to the Regional Public Transportation Advisory Committee:

District 1 - Debra Gordon, Ken Korczyk, Sue L. Siemens, Mike Blackbird

District 2 - Pam Palmer, David Peckham, Edith Day, David Downing

District 3 - Laurence Smith, Elwin Grout, Richard Stelling, Kelly Buckland

District 4 - Robert Bailey, Anthony Maestas, Jeff Cumrine, William Schaffer

District 5 - Janis Rhoades, Stephen Weeg, Sister Anthony Marie Greving, Stewart Buttars

District 6 - Annette Lee, Lucille Rosenkrance, Sheila Kellogg, John Sessions

Proposed Board Policy B-28-02, Public Transportation Services Advisory Council and Regional Public Transportation Advisory Committees. Board Policy B-28-02 was prepared to establish parameters for governance of state and regional advisory councils for public transportation. The policy directs advisory groups to report to the Department through the Public Transportation Administrator. The policy includes operation of the Committees and Council and goals and objectives.

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Without objection, the Board approved Board Policy B-28-02, Public Transportation Services Advisory Council and Regional Public Transportation Advisory Committees.

WHEREUPON, the Board meeting recessed at 5:05 PM.

December 8, 1992

The regular Board meeting reconvened at 8:15 AM on December 8, 1992 in the Transportation Building in Boise, Idaho. All Board members were present.

Authority to Negotiate and Acquire Land Valued Over \$100,000, IR-84-2(001)50, Key 2521, I-84. The Board members continued discussing the purchase of the Wild Waters Water Park property. Vice Chairman Smith made a motion to acquire another complete appraisal on this property from an appraiser experienced on water slides or similar specialty properties. Member Mitchell seconded the motion and it passed unopposed.

Bids. The Board acknowledged action of the Construction Engineer in accordance with Board Policy B-04-01 on the following construction bids:

STM-3270(601) & STM-3110(600), Keys 4710 & 4712 - Banks to Cascade and Midvale to Cambridge, SH-55 and US-95; Boise, Valley and Washington Counties. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$368,364.44.

STP-BRS-3847(001) & BRS-3857(005), Keys 2845 & 2840 - Lower Payette Canal Payette River Slough; and Payette River Slough, Lower Payette Canal; Payette County. Low bidder: Universal Construction Inc., Emmett, Idaho - \$1,248,677.09.

IM-84-2(043)50, Key 5398 - Commercial Frontage Road Demolition at Cole/Overland, I-84; Ada County. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The engineer's estimate for removal of bituminous surface was based on costs from the average unit price report and estimated on the high side because of the small quantity for the item. Also, the bidders located a waste site for the material adjacent to the project which was not reflected in the engineer's estimate. The Board concurred with staff's recommendation to award this contract. Low bidder: Gillingham Construction, Inc., Boise, Idaho - \$3,070.00.

STP-F-3291(22), Key 0313 - I-84 - Diversion Dam, Stage 1, Ada County. Low bidder: Nelson Construction Co., Boise, Idaho - \$3,499,991.62.

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STKP-3649, Key 4718 - Mountain Home Maintenance Yard, I-84; Elmore County. Low bidder: Hansgeorg Borbonus Landscape Inc., dba Cloverdale Nursery, Boise, Idaho - \$35,704.00.

ST-6450(607), Key 5350 - Leadore South, SH-28; Lemhi County. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$423,374.00.

IM-15-3(067)150 & IM-15-3(083)144, Keys 3231 & 5025 - Hamer I.C. to Dubois I.C. & Sage Jct. I.C. to Hamer I.C. N.B.L., I-15; Jefferson and Clark Counties. Low bidder: Gordon Paving Company, Inc., Burley, Idaho - \$1,531,941.60.

Social Security Number Requirements for Driver Licensing Purposes. Two pieces of legislation pertaining to driver's license requirements were passed in the 1992 session, both effective July 1, 1992, and both amended Section 49-306, Idaho Code. The staff believed that there was valid authority to rely on enacted legislation rather than codified legislation and, therefore, continued to require driver's license applicants to disclose their social security numbers in order to obtain a license. One individual (Mr. Stanzak) obtained an injunction against ITD and took the case to court. The Twin Falls District court decided against the Department. Chairman Combo did not agree with the Department's analysis that the judge misapplied the law on the Stanzak vs. ITD case.

Staff recommended not requiring the social security number for non-commercial drivers licenses but to collect the number if people are willing to provide it. After January 1, 1993, ITD will begin using a computer generated driver license number.

Without objection, the Board approved staff's recommendation to not require the social security number for non-commercial drivers licenses, but to collect the number if people want to provide it. County Sheriffs will be notified of this action.

Presentation by Civil Rights Personnel. Virginia Tsu, Civil Rights Supervisor, summarized the section's activities during 1992. She feels the biggest problem ITD faces is the lack of women and minorities in professional positions. It's hard to compete with the private industry, but Ms. Tsu said ITD is making progress in this area. To improve this, she encourages cross-training to gain knowledge in other areas, and also using temporary work force.

Sherise Fuller, Contract Compliance Officer, reported on the Disadvantaged Business Enterprise (DBE) program. Currently, the Department has a list of 155 certified DBE firms it can utilize, and work is being done to certify new firms.

Presentation by Office of Highway Safety (OHS). This office consists of two sections: programs and records. Its main

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objective is to reduce the number of highway accidents by funding programs which address safe driving.

OHS Manager, Marie Bishop, explained the new (408) program, impaired driving. Buying breath analyzers and video equipment to check for driving under the influence is an example of what OHS is doing in this program.

Manager Bishop's management style includes utilizing working groups or task forces. The Board requested a list of these groups, including the scope of work, and members' names and addresses.

Briefing on Use of Slag in Highway Construction. Richard Schultz, Administrator of the Division of Health, and Dr. Patricia McGavran, State Health Toxicologist, discussed previous EPA studies on the use of phosphate slag in roadway construction, parking lots, basements, etc. A current study has been commissioned to reevaluate the earlier findings, but in the meantime, Mr. Schultz advised that it would be prudent not to use slag in highway work.

Delegation - Daryle James, Hailey City Administrator. Mr. James explained the cost increase in the Hailey Main Street (SH-75) project, ST-2390(624), key 5323, as bad engineering estimates. In June 1992 the Board approved \$700,000 for the project with Hailey matching that amount with \$300,000. Mr. James said the city would increase its share to \$389,000 and asked the Board to raise the state's share to \$1,156,000. The Board asked staff to review the minimum engineering standards in an effort to reduce the scope and cost of the project. The Board also told Mr. James that staff was developing a policy on state participation in non-federal-aid projects. Any decision on the Hailey project would be delayed pending the foregoing information.

Director's Report. The Board reviewed the budget presentation to the Joint Finance and Appropriations Committee. The Board suggested several changes to the January 28 presentation.

Memorandums of Understanding (MOUs). Internal Review Manager Carri Rosti and Senior Auditor Richard Menz discussed the MOUs which ITD has with other agencies. A performance review was completed with the objective being to determine if the MOUs are resulting in more effective communications and transactions, and if ITD should establish internal procedures for monitoring MOUs.

The Internal Review Section concluded that the accuracy of information about ITD that is given to the media by other agencies has increased. However, to increase efficiency, ITD should develop an administrative policy for MOUs, and a brief section should be added to the Administration Manual describing the procedures for creating an MOU.

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The Board questioned the delay of implementation of MOUs with the Commerce Department and Fish & Game Department. Staff will research this item. Member Mitchell asked if Parks & Recreation's MOU includes sharing of development programs so that each agency knows the planned projects of the other. Staff is also to recommend ways to advise all ITD employees of the existence of MOUs and report back to the Board in February.

Port of Entry Operational Policies. These policies were deferred to a later meeting.

Director's Report. Acting Director Green briefed the Board on the Suspense Action Log. Because the log is now being created on a computer, it can be sorted by various methods. Each letter that is suspended is given an automatic two week turn-around response date. If necessary, this date can be changed.

The ITD information office in Sandpoint will be closing on January 1, 1993. Frances Swanson has been given notice of the termination.

Interviews for the Aeronautics Division Administrator position will be held in the middle of January. The Aeronautics Advisory Board and Chief of Administration will conduct the interviews. After the initial interviews are completed, the Director will interview the top 2-4 candidates. Vice Chairman Smith will be advised of those interviews in case he wants to attend.

Eighteen applications have been received for the Bicycle Coordinator position.

The Hearing Coordinator position is now being point-factored by the Personnel Commission.

Idaho's unobligated balance is 12.6 percent. Only three or four states nationwide have a lower percentage.

Out-of-State Travel. The Board reviewed the travel requested. The Board would like to be advised of any schools or workshops that focus on planning and the visionary aspects of Board responsibilities.

FY93 In-Range Salary Increase. Acting Director Green, based on recommendations of the employee committees on pay practices, proposed the following salary increase for FY93: 1) classified employees who have completed the time requirements in step A may be advanced to step C based on evaluation demonstrating satisfactory work performance; 2) all classified employees in steps C and D will be eligible to advance one step; 3) beginning January 17, 1993, all classified employees in steps E and F will be eligible to advance one step. Employees with unsatisfactory

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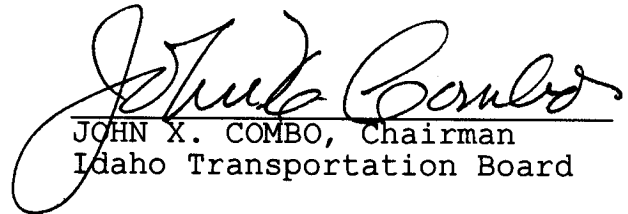
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evaluations will not be eligible for these increases until performance improves to a satisfactory level.

Member Mitchell made a motion to accept this salary increase proposal as Phase I. Chairman Combo seconded the motion and it passed unopposed. Phase II, merit pay, will be discussed by the Board when funding is available.

Executive Session on Personnel Issues. In accordance with Section 67-2345(b), Idaho Code, the Board met in executive session at 3:05 PM with Acting Director Green. The executive session ended at 3:20 PM. No decisions were made.

WHEREUPON, the Board meeting ended at 3:25 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
January 8, 1993
Boise, Idaho

December 8, 1992