

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 20-21, 1994

The regular session of the Transportation Board meeting convened at 8:10 AM in Boise, Idaho 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
Dwight M. Bower, Director

Board Meeting Dates. The following meeting dates were scheduled by the Board:
February 24-25, 1994 - Boise
March 28-29, 1994 - Boise

Report on Senate Concurrent Resolution 118, Cost Allocation Study. Joe Stowers was hired as a consultant to lead the state's highway cost allocation study. His objectives were to evaluate different methods of such studies, develop a computer package for ITD's use, conduct a comprehensive study, assess equity of the state's tax structure, prepare a report and documentation, and assist during the 1994 legislative session if necessary.

The Cost Allocation Task Force developed a number of options, including increasing fuel taxes while possibly reducing registration fees, performing a more detailed analysis of tax rate schedules, refining the state's axle-weight distance tax, repeating a major cost allocation study at least every five years (while updating the study annually), and continuing to improve ITD's methods, database, and management of the taxation system. No action will be taken -- it is to be presented to the Legislature which directed the study.

The Board members thanked Mr. Stowers for the presentation, and Doug Benzon and his staff for the work they contributed to the study. Chairman Combo also acknowledged Member Mitchell's time and effort as chair of the task force.

Discussion of Joint Senate Transportation and House Transportation and Defense Committees Meeting. Director Bower summarized the presentation prepared for the joint meeting with the Transportation Committees later in the day.

\$10 Million Contingent Liability. The FY91/92 Legislative Audit cited the Department for maintaining approximately \$10 million in contingent liability as reserve

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money for possible refunds to the Federal Highway Administration. The audit finding asserts that the contingent liability is not needed and violates accounting principles. Because refunds to FHWA have historically seldom been made, the \$10 million reserve is no longer needed.

The issue was discussed at the Board meeting in November. The Director proposes investing this reserve money in roadway surfacing projects on the state highway system. Currently programmed highway pavement rehabilitation projects would be advanced to the earliest possible date which they can be made ready, and accelerated from preliminary development into FY95.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to invest the \$10 million contingency reserve in rehabilitation projects in the five-year plan on the state highway system. The motion passed unanimously.

Consent Calendar. The following items on the consent calendar were unanimously approved by the Board:

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

RRP-RRS-STP-8743(100), key 4787 - Seventh Ave., North RR Xing, Payette, Payette County, District 3. Low bidder: Ontario Asphalt & Concrete, Inc., Ontario, Oregon - \$713,345.24.

UST-31100, UST-32600, and UST-31900, keys 4927, 4918, and 4917 - Underground Storage Tank (UST) at New Meadows, UST at Mountain Home, and UST at Lowman; Adams, Elmore, and Boise Counties, District 3. Low bidder: Petrol Services, Inc., Boise, Idaho - \$165,065.00.

ST-2390(624) and ST-2390(609), keys 5323 and 4760 - Main Street, Hailey and Jct. SH-75 and Sixth Street, Ketchum, Blaine County, District 4. Low bidder: Nelson Construction Co., Boise, Idaho - \$1,961,492.00.

UST-61000 and UST-61700, keys 4910 and 4911 - UST at Rigby and Idaho Falls, Jefferson and Bonneville Counties, District 6. Low bidder: Crandall Service Company, Inc., Twin Falls, Idaho - \$214,950.00.

PFH-34-1(5) and NH-F-6471(097), keys 5328 and 3523 - Island Park to Jct. SH-87, Jct. SH-87 to Montana State Line, Fremont County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$2,443,857.82.

2) Quarterly report for FY94 program obligations. During the first quarter of FY94, ITD obligated \$16.28 million - all of the available authorized funds.

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3) Quarterly report on bad checks. Motor Vehicle Accounting processed \$17,989,869.55 in checks during the fourth quarter of 1993. Of those checks processed, \$7,516.48 or .042% were returned for collection. Of the total outstanding returned checks, Motor Vehicle Accounting collected \$6,385.04 and the Collection Agency collected \$1,560.14.

4) Revisions to Board Policy B-18-09, Internal Affirmative Action Program. This policy was revised to bring it up to date. No substantial changes were made.

5) Professional agreements report. Payments for engineering consultant agreements amounted to \$503,489.04 during December 1993 and general consultant agreements equalled \$175,851.00 for a grand total of \$679,340.04.

Enabling Legislation. Ada Planning Association Executive Director Bowman explained pending legislation regarding public transportation. Currently, counties have no authority to provide public transportation services, but this legislation would change that.

Request to Acquire Property, O-STP-5120(101), Key 5413, Parcel 1, US-2, District 1. The subject parcel is just over 30 acres of operating Union Pacific Railroad trackage between the cities of Dover and Sandpoint. The property is three miles long and varies in width from 50 to 150 feet.

Without objection, the Board concurred with the Chief of Highway Operation's recommendation and authorized the purchase of this property valued in excess of \$100,000.

Authority to Condemn. The Board signed the order 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>
I-FR-5116(071)	86	4458	US-95
I-FR-5116(071)	136	4458	US-95
F-3271(052)	53	3758	SH-55
NH-F-6423(006)	27	0385	US-20

Department Committee Organization. State Highway Administrator Green prepared a chart showing all of ITD's advisory boards, committees, task forces, and planning organizations. The Board members asked SHA Green to make some revisions to the organization chart, such as consolidating it, identifying those groups created by statute, and determining if some can be dropped because of inactivity. The Board will revisit this item next month.

Revisions to Board Policy B-28-02, Public Transportation Advisory Council and Regional Public Transportation Advisory Committees. This policy was updated to expand the number of meetings from three to six for the Advisory Council (PTAC) and to authorize reimbursement to PTAC members for travel and expenses according to the limits specified in Idaho Code.

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The Board members directed staff to make additional revisions. The Council's six meetings are for FY94 with an extension contingent on the Council's goals and objectives being met. Also, the Regional Public Transportation Advisory Committee may hold an unrestricted amount of meetings, contingent on goals and objectives being met. The amendments to Board Policy B-28-02 should be presented at the February Board meeting.

Vacancies on the Public Transportation Advisory Council (PTAC) and the Regional Public Transportation Advisory Committees (RPTAC). Nominations were recently solicited to fill existing vacancies on the PTAC and RPTAC in Districts 3 and 4. The PTAC members reviewed the list of nominees.

Without objection, the Board approved the appointment of Gene Pyle as the RPTAC chair, making him a member of the PTAC, and Pamela Dowd as the other RPTAC member in District 4. If Mr. Pyle is unwilling to accept these positions, Ralph Peters will be appointed as the RPTAC chair and PTAC member.

James Brooks was unanimously approved as the chair of the RPTAC in District 3 and member of the PTAC.

Federal Transit Administration (FTA) Sections 16 and 18. The Federal Transit Act, updated in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act, mandates each state to develop and implement state management plans for the FTA Section 16 and 18 programs.

Without objection, the Board approved the State Management Plans for FTA Sections 16 and 18 programs.

Amendment to 39.02.70, Rules Governing Restricted Driving Permits. House Bill 252, passed in 1993, deals with alcohol license suspension. Additionally, it authorizes the Department to issue restricted driving privileges to drivers for the final 60 days of their 90 day suspensions.

Staff requested Board approval to amend 39.02.70 to implement the requirements of House Bill 252, and to clean up unclear terminology.

After making minor revisions, the Board unanimously approved the concept to amend 39.02.70, to start negotiated rule-making, then issue a temporary rule effective July 1, 1994.

Concept Approval on New Rule Governing Administrative License Suspensions. Due to House Bill 252's passage last year, a new rule must be implemented to establish driver's license suspension procedures for people arrested for driving under the influence of alcohol or other intoxicating substances as indicated by an evidentiary test of blood, breath, or urine, pursuant to Section 18-8002A, Idaho Code. This rule would also include the procedures for administrative hearings to review the propriety of administrative license suspensions.

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Without objection, the Board approved the concept for the new rule governing administrative license suspensions and to start negotiated rule-making. The rule is to be in effect by July 1, 1994 to coincide with the effective date of House Bill 252.

Commercial Drivers License (CDL) Program Success. Idaho began issuing CDLs in September of 1990. Currently, there are over 40,000 CDL holders in the state, and as of April 1, 1993, 6.3 million nationwide. A primary goal of the CDL program was to use standardized testing and driving record requirements to get the bad drivers off the road. Staff believes the CDL program is probably the most successful truck safety initiative that has ever been launched.

Joint Meeting with Senate Transportation and House Transportation and Defense Committees. At 1:00 PM the Board members and staff met with the Transportation Committee members in the Disaster Services Center at the Len B. Jordan Building. Director Bower presented an overview of the Transportation Department and answered questions.

The Board meeting reconvened at the Transportation Department at 3:00 PM.

Status of Texas Transportation Institute Issue. In 1984 the Weigh-in-Motion Task Force began to look at the idea of a fully-automated Port of Entry system. The system was to be designed to effectively monitor the ever increasing volume of trucks using Idaho highways. Although weigh-in-motion systems have been available for several years, no one system provided all the products to meet current and future needs. A hired consultant, Dr. Cunagin, determined the concept was possible.

A professional agreement for the project was approved. Because Texas Transportation Institute (TTI) was the only vendor to submit the required design and cost proposal, ITD and TTI entered a \$1.3 million agreement to fully automate the East Boise POE.

Mark Young reported that approximately 17 months into the project, with monitoring of the progress by an ITD task force, staff believed the contractor had changed direction from the original specifications and was no longer on the agreed-upon schedule. In the fall of 1992, TTI was notified that no further progress payments would be made until progress was brought into line with expenditures. In the best interest of the public, TTI and ITD management mutually agreed to terminate the contract at a meeting in June 1993.

TTI claims that ITD owes approximately \$47,000. Upon payment, TTI will send ITD equipment, worth an estimated \$50,000.

The Transportation Board takes a position that ITD is not to make any more payments to TTI. Director Bower will revisit this issue with TTI and possibly the Texas Department of Transportation. Because of the close working relationship between TTI and the Texas DOT, the DOT should be made aware of our concerns.

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Delegation - Ririe School District Superintendent and Board Members. Joint School District 252, Ririe, is in the final stages of design of phase I for a new middle school. It is proposed that the parcel of land will also be used for the Ririe High School, phase II, in five to ten years. The proposed site is located on US-26B. This segment of highway was purchased as partial control and therefore, requires Board approval for any new approaches.

Department policy places the financial responsibility for additional approaches and necessary highway improvements with property owners when access had previously been purchased and deeded to ITD. Public entities were not excepted from this policy.

Thales Johnson, Superintendent, asked if this is a new policy, and, if not, when it was implemented. He also questioned the history of previous schools that were built, but not required to pay highway construction expenses. The School Board is not opposed to the additional requirement of the turn lanes, but money is an issue. Mr. Johnson thanked the Transportation Board members for the opportunity to get together to discuss this problem.

Because safety is such an important factor, the Board deferred this item until additional information is provided.

Note: This item was discussed the following day. See additional minute entry.

Board Policy B-12-01, Right-of-Way Use Permits. This item was deferred, in conjunction with the Ririe School District's request, until staff can research this issue.

Congestion Mitigation/Air Quality (CMAQ) Program. As directed by the Board, a review committee was organized to assist in developing the policies, project criteria, and related information for the use of CMAQ funds. This committee made some changes to the Board's proposed policy on the use of CMAQ funds.

This committee also developed criteria for project eligibility with emphasis on air quality improvement. Projects are limited to areas identified by the Department of Health and Welfare's Division of Environmental Quality as having air quality problems. A set of overall criteria for assigning points to and ranking each project on a statewide basis was also developed.

The general application procedures for a CMAQ project will remain the same as last year. The project eligibility and statewide ranking criteria have been incorporated into the application packet.

The currently approved CMAQ Program includes one construction year (FY94) plus Preliminary Development. FHWA and the Federal Transit Authority will not approve a future State Transportation Improvement Program with any program showing less than three years.

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Vice Chairman Smith expressed concerns with the revised CMAQ policy. He believes PM-10 should be a low priority. However, he thinks the application packet looks very good.

FHWA Administrator Coe reminded the group that Idaho has a PM-10 problem, and after warnings are issued, sanctions are the next step.

Chairman Combo recognized the tremendous amount of work that has gone into the CMAQ policy and program, and commended staff and the committee for a job well done. He told the group this issue will be revisited in the morning.

WHEREUPON the Board meeting recessed at 5:45 PM.

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The Transportation Board meeting reconvened at the Transportation Department in Boise at 8:10 AM on Friday, January 21, 1994. All members were present.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 8:15 AM the Board met in executive session to discuss personnel matters.

The Board came out of executive session at 8:30 AM. No decisions were made.

Single Unit Truck Replacement. The Department has been using a fleet replacement method for small trucks for a number of years. This year it was decided to use this procedure to replace large trucks.

The Board members questioned the fleet replacement method and asked the Director to look into this distribution method and report back at a later meeting.

Progress Report on SH-46, Wendell to Buhl. SHA Green updated the Board on the activities of the Wendell to Buhl project. District Four has taken a district-wide approach in considering the extension of SH-46. District Four Engineer Thomas will meet with local officials to determine support for the exchange of several routes. Also, staff suggested reexamining the arbitrary choice of the 30 rating for eliminating routes and will submit a proposed change in policy at a later date.

Lift Axle Legislation. Because of flaws in legislation passed in 1993, staff has revised the legislation to eliminate the conflicts. The Motor Carrier Advisory Committee reviewed the proposed legislation.

The Board had no objections to this proposal. The members directed Executive Assistant/Legislative Liaison Detmar to discuss the proposed legislation with Senators Hansen

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and Sweeney, then submit the package to all House and Senate Transportation Committee members.

CMAQ Program Revisited. Vice Chairman Smith provided suggested language for revising Board Policy B-09-13, Congestion Mitigation/Air Quality (CMAQ) Program. The revisions included: four priorities for project acceptance; funding distribution will be 50% of the annual apportionment for the CMAQ Program and the other 50% for the Surface Transportation Program (STP); and CMAQ will be a three-year program.

FHWA Administrator Coe reminded the group that the STP has different rules than the CMAQ Program, and projects must meet those STP requirements. He added that the new planning regulations require a three-year plan.

Charles Trainor, Ada Planning Association, said the community is requesting alternatives to driving and he appreciates the Board's willingness to use CMAQ funds for APA's projects.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to approve the revised CMAQ Policy, B-09-13, Congestion Mitigation/Air Quality (CMAQ) Program; expansion of the CMAQ Program to 3 years (FY95-97); project eligibility criteria; statewide ranking method; and the application packet. The motion passed unanimously.

Director's Report. Director Bower said the Department's budget presentation to the Joint Finance and Appropriations Committee on February 3 will basically be the same presentation made at the joint Transportation Committee meeting yesterday. However, next week's presentation will focus on decision units.

Earlier this month, the Director, Acting District Two Engineer Van Over, and FHWA Administrator Coe met with Clearwater Forest Supervisor Caswell. The meeting resulted in an agreement to work together on environmental issues and projects in the Clearwater Forest.

Last week Director Bower traveled to Washington, DC to attend Strategic Highway Research Program and Transportation Research Board meetings. He also met with Idaho's Congressional delegations' staffs. He felt this was an excellent opportunity to get acquainted with the staff and discuss transportation issues.

Director Bower met with trucking companies in Lewiston a couple of weeks ago and listened to their concerns regarding ports of entry. He thought it was a positive meeting and will hopefully enable a better working relationship.

Western Association of State Highway Officials (WASHTO) Meeting. The 1994 WASHTO meeting will be held in Vail, Colorado on July 16-20. Both Vice Chairman Smith and Member Mitchell expressed interest in attending. Chairman Combo will attend the AASHTO meeting in November.

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Regional Transportation Planning Organization. The Southeast Idaho Council of Governments (SICOG) has proposed a plan for a regional transportation planning organization. The majority of the local public agencies in the area, on a voluntary basis, have signed agreements with SICOG to allocate an initial amount of 2% from their STP Rural funding for this organization. ITD staff has worked with SICOG staff in developing an agreement and a planning work program outlining potential tasks to be accomplished.

Don Galligan, SICOG staff member, said this organization would be structured like the metropolitan planning organizations. Because ISTEA allows funds to be used for planning purposes, this organization would cut administrative costs and provide a more efficient use of funds. He added that SICOG is an incorporated, non-profit organization and has established by-laws.

Vice Chairman Smith made a motion, seconded by Chairman Combo, to defer this item until next month. In the interim, staff is to provide a list of pros and cons for supporting regional transportation planning organizations. The motion passed by a vote of two to one; Member Mitchell cast a dissenting vote.

Driver's License Renewal by Mail Program Proposal. At the October 1993 Board meeting, staff proposed a license renewal by mail program to be started as a trial program. The Board deferred the item until more information was provided.

Staff estimates the total cost of this program to be under \$5,000. The computer programming would be done in-house. If the trial program is held in Ada County, approximately \$1,500 will be needed for equipment, however, Ada County is the only county that will need additional equipment. Fourteen counties have expressed a willingness to be a test site for this program.

The definition of "older driver" is proposed as anyone 70 years of age or older, as endorsed by the American Association of Retired People. Drivers under the age of 70 would be able to renew their licenses by mail, while those over the age of 70 will be required to renew their license in person at the county offices.

Both California and Oregon have a renewal by mail program and provided positive feedback on their experiences. California stated that there was no adverse effect on highway safety and the program has saved millions of dollars.

Ada County Sheriff Killeen believes the mail renewal program would be an excellent approach to handle the tremendous growth in the county. The Sheriff's Association supports this concept and would like to see a statewide pilot program implemented.

Vice Chairman Smith made a motion to approve Ada, Bonneville, Lewis, Nez Perce, and Twin Falls Counties as test areas for the driver's license renewal by mail program. After the Motor Vehicle Bureau reviews and analyzes the procedure and determines it is workable,

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other counties may be added to the program, and a rule regarding the program be promulgated. Member Mitchell seconded the motion and it carried.

Ririe Access Approach Revisited. The Board continued discussion on Ririe School District's approaches. Staff is to provide background information on previous schools built along routes on the state highway system; determine, from a traffic and safety aspect, if turning lanes are needed now, or if they could wait for the School District's proposed phase II; and ascertain what precedent would be set.

Delegation - McCall Alternate Route. Scott Findlay, downtown property owner, explained the city's dire need for an alternate route. Not only is the community growing, but tourist traffic has also increased considerably over the past several years. He requested a McCall bypass be put on the Department's Highway Development Program, and added that the community is united in their support for a bypass. Rick Farraday also expressed the community's support and enthusiasm for an alternate route.

Both Senator Haun and Representative Wilde stressed the need and support for this project. Because safety is a big factor, State Treasurer Edwards requested a timeframe for an alternate route and that it be built as soon as possible.

Judd DeBoer reiterated the need for an alternate route. As President of Brundage Mountain Co., he is concerned with the increasing traffic through town. Additionally, an expansion project, to be announced this March, is planned at Brundage Ski Resort. He added that 60% of the traffic to Brundage comes from the south, going through McCall. Earlier, Mr. DeBoer provided several alternate routes and questioned their feasibility.

The Board members are sympathetic to the traffic problem in McCall and realize the need. Member Mitchell made a motion for staff to complete a rough estimate (horse-back estimate) on the suggested alternate routes, including environmental overview assessments and a preliminary cost analysis. Vice Chairman Smith seconded the motion and it passed unanimously. This study is to be presented to the Board in late summer or early fall.

Statewide Plan and Program Public Involvement Process. Staff briefed the Board on ITD's plans for the upcoming public involvement meetings for the State Transportation Improvement Program and Statewide Long-Range Transportation Plan. The name of these meetings has been changed to TransPlan. Costs are being cut from last year's meetings by combining some stations, thus cutting down on the number of Headquarters personnel attending the meetings; holding the meetings in conjunction with the Local Roads show; and holding 7 meetings instead of 12. Also, no training costs will be incurred this year.

The Board commended the staff for its work on these meetings, and provided support for the procedures.

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Idaho's Transportation Plan. The "Work Plan" for long range planning and management systems development was reviewed by the Board. This plan outlines the staffs' approach for meeting the 1991 ISTEA planning requirements. The plan proposes a strategic planning approach for the development of the long-range intermodal transportation plan combined with certain specific-corridor proposals.

Without objection, the Board approved the proposed work plan, allowing staff to move ahead with the long-range plan and management systems.

December 1993 Board Minutes. The minutes of the December 16-17, 1993 Board meeting were approved as corrected by the Board members.

\$10 Million Reserve Account. SHA Green provided a list of pavement rehabilitation projects to advance, utilizing the \$10 million contingent reserve funds. The Board unanimously approved the list. Approval of JFAC to expend the \$10 million is needed.

Additional Bids. The Board approved the additional bids:

STKP-1562 and STKP-1571, keys 5062 and 5071 - Mullan and Osburn Maintenance Yards, Shoshone County, District 4. Low bidder: Zanetti Bros., Inc., Osburn, Idaho - \$394,000.00.

STM-0003(609), key 5039 - District-wide brooming, Ada, Adams, Boise, Canyon, Payette, and Valley Counties, District 3. Low bidder: Aero Power Vac, Inc., Missoula, Montana - \$90,786.25.

STM-3271(590), key 4503 - Spring Valley, North; Ada County, District 3. Low bidder: Idaho Sand and Gravel Company, Inc., Nampa, Idaho - \$177,799.25.

STM-3280(603) and STM-3190(600), keys 5474 and 5475 - Broadway Ave. and I-84 Ramps, Boise, and Glenwood Street, Garden City; Ada County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. Plantmix Seal Type C and mobilization were the items of major difference. The plantmix seal was based on two previous projects outside the Boise area, but estimated cheaper because of the size and location of this project. The higher bid for this item accounted for over half the difference between the engineer's estimate and the bid amount. Mobilization is normally figured at 6 to 8% of the engineer's estimate in Boise, however, the bid was about 12%.

The District believes the high plantmix seal coat cost is because of high traffic volumes on Broadway Avenue and Glenwood Street which will cause delays in hauling material to the work areas. Therefore, it was felt the bid for this item was reasonable. The Board concurred with staff's recommendation to award this bid. Low bidder: Boise Paving and Asphalt Company, Boise, Idaho - \$460,259.75.

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STP-IM-IR-84-2(041)50, key 5123 - Commercial Frontage Road at Cole and Overland I.C., Ada County, District 3. Low bidder: Nampa Paving and Asphalt, Nampa, Idaho - \$585,589.85.

Executive Session on Personnel Issues, Section 67-2345(b), and Legal Issues, Section 67-2345(f), Idaho Code. At 4:10 PM the Board met in executive session with Director Bower and Chief Legal Counsel Trabert to discuss personnel matters and legal issues.

The Board came out of executive session at 4:55 PM. No decisions were made.

Formal Hearing for Associated Food Stores. Chief Legal Counsel Trabert mentioned a letter received from Representative Wood regarding a hearing for Associated Food Stores. This hearing, at the request of Associated Food Stores, is a result of a mileage use fee audit finding. Representative Wood asked if the hearing could be held on an alternate date.

Associated Food Stores has not requested a change on the hearing schedule, but if requested, the date could be changed. The consensus of the Board was to leave the hearing date as scheduled, 9:00 AM on January 25.

The regular monthly Board meeting officially adjourned at 5:00 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
February 24, 1994
Boise, Idaho

January 21, 1994

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 24-25, 1994

The regular session of the Transportation Board meeting convened at 8:30 AM in Boise, Idaho in the Transportation Building. The following principals 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
Dwight M. Bower, Director

January 1994 Board Minutes. The minutes of the January 20-21, 1994 Board meeting were approved as corrected by the Board members.

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

March 28-29, 1994 - Boise
April 21-22, 1994 - District 5
May 12-13, 1994 - District 4

June 8, 1994 Meeting. The Idaho Transportation Board has been invited to join the Commissioners and Directors of the Montana, North Dakota, South Dakota, and Wyoming Transportation Departments in a joint meeting. The group will meet in Bozeman, Montana on June 8. Board members suggested several topics to be placed on the agenda, including: the public involvement process; Board's responsibilities; administering CMAQ funds; beyond ISTEA; and long-range planning.

Consent Calendar. The following items on the consent calendar were unanimously approved by the Board:

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

ST-7575(600), key 5354 - Signals and Turnbays at I-90 WB and Mullan Road, Post Falls, SH-41, Kootenai County, District 1. Low bidder: Glen L. Waddell, Inc., Coeur d'Alene, Idaho - \$463,456.05.

STM-7121(600), key 4974 - Yellowstone Avenue to Pocatello Creek IC, Pocatello, District 5. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$196,088.00.

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ST-6500(609), key 5633 - Intersection Yellowstone and Lincoln Road, Idaho Falls, US-26, Bonneville County, District 6. Low bidder: Beco Construction Company, Inc., Idaho Falls, Idaho - \$492,091.00.

ST-3220(600), key 5362 - Improve six intersections, Caldwell, Canyon County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. Traffic signal installation and pile foundation for traffic signal were two items of major difference, estimated low in the engineer's estimate. By adding more individual pay items which will better define the work to be done and lengthening the construction time, a savings may result.

The Board concurred with staff's recommendation to reject these bids and readvertise at a later date. Low bidder: Quality Electric, Boise, Idaho - \$529,385.00.

SBID-6390(101) and SBID-6390(102), keys 5422 and 5423 - Indian Riffles Salmon Spawning Beds and Holman Creek Fisherman's Access, SH-75, Custer County, District 6. The low bid was more than ten percent over the engineer's estimate, requiring justification. The discrepancies were found in the excavation and borrow. The bids were at least twice the estimate for excavation and at least 40% above the estimate on borrow. An analysis of both items using force account would result in an estimated increase in both items of only 40% for both items. Because the adjusted estimate prices for both items would still be about 24% above the estimate, the District recommends rejecting the bids.

The Board concurred with staff's recommendation to reject these bids and readvertise at a later date. Low bidder: E & G Contractors, Inc., Pocatello, Idaho - \$198,946.70.

2) Authorization to acquire property , parcel 1, NH-F-IR-5116(060), key 3602, US-2/95, District 1.

3) Authorization to acquire property valued over \$100,000, parcel 15, RRS-STP-5121(38), key 3192, US-2/95, District 1.

4) Revisions to Board Policy B-28-02, Public Transportation Advisory Council and Regional Public Transportation Advisory Committees. The PTAC may meet a maximum of six times during FY94. If, at the end of the fiscal year, the Council achieved its goals and objectives, the Board may extend the six meetings per year the Council may hold. Also, the members may be reimbursed for travel and expenses according to limits specified in Idaho Code. Another revision was made to allow an unrestricted number of RPTAC meetings, also contingent upon the committees meeting their stated goals and objectives.

5) Professional agreements report. Payments for engineering consultant agreements amounted to \$124,814.26 during January 1994 and general consultant agreements equalled \$115,149.00 for a grand total of \$239,963.26.

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Director's Report. Chief of Administration Dick Transtrum explained the proposed FY94 performance pay policy. This policy had input from the employee committee on pay practices. Without objection, the Board approved the FY94 Performance Pay Policy to be in effect for the remainder of the fiscal year.

The Department is in the process of soliciting projects for the transferred highway safety funds. Director Bower added that staff is continuing its focus on 402 funds.

Director Bower provided a status report on filling the vacant Public Transportation Administrator position. There are approximately 5 applicants he would like to interview. He added that he plans to keep the Public Transportation Advisory Council informed of the progress on filling this vacancy.

Staff has been directed to prepare a matrix of alignments and costs on proposed McCall bypass routes. The analysis and conclusions will be presented to the Board upon completion.

The Director briefed the Board on President Clinton's proposal to increase the federal highway aid program by 9%. However, this recommendation would also remove demonstration funds. Idaho has eight demonstration funds that may be in jeopardy if the President's proposal is approved.

On project ST-6500(609), key 5633, the low bidder, Ralph Wadsworth Construction, Inc. withdrew its bid after the bid opening, because of an alleged mistake made on the bid. The Department pursued its bond. The Board requested it be informed when these situations arise. A report on this issue is to be presented next month.

State Highway Administrator Keith Green presented a chart showing final cost of projects versus the contract bid amount for each district. During FY92, the state's final cost was approximately 8.5% above the contract bid amount, and in FY93, 7% over. He added that Idaho's figures are comparable to the national average. Chairman Combo asked for a comparison of final cost versus contract bid amount for both Department-designed and consultant-designed projects.

Legislative Update. Executive Assistant/Legislative Liaison Mary Detmar provided a report on legislative issues.

State Highway Administrator's (SHA) Report. Because work on the organization chart of boards, committees, etc., is so time-consuming and pending legislation may affect some committees, this item will be presented at a later time.

SHA Green said additional analysis on the concept of Moscow's US-95 south end proposal is needed. Upon completion, the District will communicate the viable options to the city.

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District Two has contacted the city of Riggins to discuss caution lights and reduced speed limits on US-95 in Riggins. Because the mayor and council members are new to their positions, they requested additional time to review these items. Member Mitchell asked if staff would determine if two highway signs along a curve on the east side of US-95 could be moved. Currently, the signs impede the sight distance of oncoming vehicles.

Visitor Center Funding. Jeff Youtz, Legislative Budget Office, explained the difficulty the legislature is encountering with funding the visitor centers. He mentioned that the Joint Finance and Appropriations Committee usually meets in June and October and suggested the Board make a presentation to the Committee at that time to discuss not only visitor centers, but other Department-related items such as Ports of Entry, funding, etc. He also briefed the Board on legislative issues, and specifically, ITD's budget.

The Board members appreciated the update and thanked Mr. Youtz for the information.

Delegation - Ralph Sletager Regarding Access on SH-200. Mr. Sletager requested access to his property along SH-200. He believes access should be granted for two main reasons; safety and economic hardship. The safety issue revolves around the railroad crossings, which could prevent emergency vehicles from accessing the property. Secondly, the access resulting from the lack of maintained and signed frontage roads along with multiple railroad crossings creates an economic hardship for this property. Almost three acres of land are rendered marginally useful.

Staff proposed a new approach that would serve both Mr. Sletager's property and his neighbor's and then close the undesirable county road approach. However, Mr. Sletager would need to grant his neighbor an access easement since his neighbor's property does not front on SH-200.

The Board directed staff to explore all avenues and meet with all affected property owners to reach an agreement.

Advancement of Congestion Mitigation/Air Quality (CMAQ) Projects from Preliminary Development to FY94. Several CMAQ projects in Preliminary Development are ready to be advanced to FY94. Staff requested advancing keys 5739, 5740, 5741, and 5742.

The Board stated its position is that Preliminary Development projects will be advanced only if FY94 projects will not be ready. FY94 projects are not to be bumped until it is certain they will not be ready. Staff is to prepare a summary on the status of all CMAQ projects in FY94 before any Preliminary Development projects will be considered for advancement.

Because funds must be obligated in FY94, Charles Trainor, Ada Planning Association, voiced concern that it may be difficult to move up projects if the entities aren't notified of the

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advancement until June or July. He also expressed appreciation to the Board members for their patience and hard work on the CMAQ program. He realizes establishing the CMAQ program and policy has been a difficult process.

Pat Nelson, Rideshare Coordinator with Ada County Highway District, thanked the Board for the FY93 funds received. She urged the Board to consider advancing key 5740, commuter vans. Not only is there a great need for the vans now, but May is the last month to order these vans until August, when, typically, the cost will increase.

The Board deferred advancing keys 5739, 5740, 5741, and 5742. The status of all FY94 CMAQ projects is to be presented to the Board next month. If some projects will not be ready, the Board will consider advancing urgent projects from Preliminary Development at the March meeting. If funds are available, all other Preliminary Development projects will be reviewed at the June meeting and contemplated for advancement.

Bicycle/Pedestrian Coordinator Report. One of John Barnes's goals is to make bicycle/pedestrian transportation a household word. As Bicycle/Pedestrian Coordinator, he helps communities with planning, and values the good communication with local public agencies. Some of his other responsibilities include preparing a draft of state design standards for bicycle/pedestrian paths which will be incorporated into the Design Manual, provide bicycle safety information, and update Idaho's bicycle map.

Idaho received national recognition as the most-improved bicycle/pedestrian program, which was one of Mr. Barnes's proudest accomplishments since coming to ITD approximately one year ago. He will be devoting half of his time to the bicycle/pedestrian program and half to the Department's statewide plan.

Annual Report on Affirmative Action. Civil Rights Manager Virginia Tsu summarized the Section's activities during FY93. These items related to the Internal Affirmative Action Program, the Title VI Program, Americans with Disabilities Act, the Disadvantaged Business Enterprise Program, the Contract Compliance Program, and the On-the-Job Training Program. Ms. Tsu thanked the Board for its support during the past year.

Annual Report on Training and Development. Acting Training and Development Manager Greg Hopkins briefed the Board members on the Section's goals and achievements during FY93. The overall costs associated with training were also presented.

Member Mitchell expressed concern on the percentage of people who receive training, and asked that the number of employees trained be included in next year's report.

Annual Report on Safety Program. The Department received a dividend from the State Insurance Fund, according to Safety/Loss Control Coordinator Cheryl Rost. This represents a 24% return of premiums paid in calendar year 1992, based on losses versus premiums averaged over a three-year period. Also, the Department of Administration

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discounted ITD's liability insurance due to the employee participation in Defensive Driving classes. The Board members reviewed the complete Safety program for the year.

Wellness Program Update. Wellness Coordinator Kathleen Slinger recounted the activities of the Wellness Program for the past year. The program goals for FY95 as well as the long-range goals were presented.

The Board members expressed their appreciation to all of the committee volunteers for their time and efforts on this program.

Delegation - City of Post Falls, Addition of Pleasant View Road to the State Highway System. Jim Stravens, Planning Associates, Inc., presented his review of the Department's analysis of this stretch of highway. According to his evaluation of the criteria, this project received 76 points. ITD staff analyzed the proposed route and determined the rating to be 54. Because a rating of 70 is required for State Highway system consideration, staff determined Pleasant View Road should not be added to the State's system.

Post Falls Mayor James Hammond shared his appreciation to the Board for hearing this issue. The area is growing rapidly and the city wants to plan for this growth. He believes this project would be very effective and efficient and urged the Board to support it. Bob Potter, Jobs Plus, added that property owners along the proposed route are willing to cooperate with right-of-way acquisition.

The Board realizes the need for this project. It directed staff to re-evaluate the point factoring system and review the analysis prepared by Mr. Stravens. Also, a study on railroad safety in the area needs to be completed. Upon review of this information, the Board will reconsider the addition of Pleasant View Road to the State Highway System, subject to funding and a commitment of required right-of-way.

WHEREUPON the Board meeting recessed at 5:05 PM.

February 25, 1994

The Transportation Board meeting reconvened at the Transportation Department in Boise at 9:00 AM on Friday, February 25, 1994. All members were present.

Addition of State-funded Project in FY95, District 5. The District requested the addition of project ST-1721(606), key 5856, the American Falls Bridge South Bound Lane on SH-39 to the FY95 state-funded program. The \$260,000 project would be a contract to replace the bearings on the ends of the main bridge spans and to repair the finger joints where the main spans adjoin the approach spans.

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Without objection, the Board approved the \$260,000 bridge rehabilitation project on SH-39, American Falls Bridge south bound lane, in FY95 of the State-Funded program.

Location and Design Approval, NH-STP-F-4161(007), Key 4469, SH-8, District 2. A combination location/design hearing was held on the Washington State Line to Line Street, Moscow project on November 30, 1993. Earlier, the Board members received and reviewed the hearing transcript, written comments, and Department's analysis.

Without objection, the Board approved alternate B for development and construction. This alternate consists of widening the roadway both north and south to a 70-foot curb and gutter section and includes two travel lanes in each direction, a two-way turn bay in the median, and a five-foot bicycle lane in each direction. The Board also asked staff to obtain written information on Blue Mountain Railroad's plans regarding its line in the vicinity of this project.

Consultant Presentation. Roadway Design Engineer Richard Sorensen and Consultant Administration Engineer John Vogt explained the process and procedures for consultant utilization. The advantages and disadvantages of using consultants on highway projects were also discussed. Although Mr. Vogt works in the Roadway Design Section, he is available to assist all ITD employees with consultant agreements.

The Board members extended their appreciation for the consultant presentation. It was very informative and provided the Board with a better understanding of the complete consultant process.

Supplemental Agreement, NH-F-3341(010), Key 3550, I-84B, District 3. This Mountain Home Railroad Underpass project is being designed by Higgins Engineering, Inc. The original agreement, negotiated in 1988, was for a simple RR overpass project. After two public information meetings, a location hearing, and a design hearing, the project has evolved into a complex RR underpass project. Scheduled in FY98, this project has been developed through the preliminary design phase. A supplemental agreement for consultant services is required to add the additional funds needed to complete the final design.

Without objection, the Board approved the supplemental agreement in the amount of \$270,000 for NH-F-3341(010), key 3550.

Statewide Plan/Program Public Involvement Process. Last month Public Involvement Coordinator Julie Stutts and Chief of Transportation Services Jerry Dick provided an overview of the Department's plans for this year's public involvement meetings. The Department solicited input on the proposed process from the public. Only one written response was received.

Headquarter's staff is working closely with the district employees to coordinate these meetings. A state/local government workshop to address local planning and programming issues will be held on the same day as the TransPlan meeting in each district.

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Transportation Planning and Programming Manager Ray Mickelson has met with the Bureau of Indian Affairs and the Federal Highway Administration. The Bureau of Indian Affairs has developed a transportation plan for each tribe which will be incorporated into ITD's Plan. Communication with four of five Idaho Indian tribes concluded that it would be reasonable for the Department to: inform and strongly encourage tribal participation at the TransPlan meetings; and hold meetings at the reservations with the tribal councils through District offices to discuss the impacts of the Plan and Program in regard to the reservations.

Without objection, the Board approved the public involvement meeting procedures as identified at the January 21, 1994 meeting with the inclusion of Idaho's Indian tribes and the on-going and continuous communication efforts between the Districts, Headquarters and local governments.

Annual Report on Audits. The Internal Review mission statement and goals were presented by the Section's manager, Carri Rosti. The three-year audit plan, audits performed in 1993, and the audits planned for 1994 were then reviewed. She appreciates the good working relationship her staff has with ITD employees.

Member Mitchell asked if the Department's communication process has been evaluated. The Director has asked Ms. Rosti to review this issue. Vice Chairman Smith requested Director Bower to look at Internal Review's placement in the organization chart. The Board members thanked Ms. Rosti for the informative presentation.

Ririe School Access Request. Discussion on the access request from Joint School District 252, Ririe, continued from last month. Safety is the Department's number one concern. The Board approved the requested accesses on US-26B for the new middle school. The construction and payment (by the School District) for the turnlanes at a future time will be made a part of the permit.

A statewide policy for control of access on roadways where access control has been purchased or deeded for the State Highway System will be developed by the State Highway Administrator.

Visit to the Bridge Section. The Board members toured the Bridge Section and viewed a CADD (Computer-Aided Draft and Design) demonstration. The members enjoyed meeting and visiting with the employees.

Long-Range Plan Workshop. In a workshop setting, the Board discussed the concept for the Department's Plan with staff members. The outline defining the plan, guiding principles, and the process were all reviewed.

The transportation demands of the future must be considered. Transportation plans and projected growth estimates should be obtained from border cities surrounding Idaho to

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incorporate into ITD's long-range plan. "Goods movement" versus personal transportation is also a major issue.

The Board members thanked staff for all its efforts on the long-range plan. They realize it is a big undertaking and very time-consuming.

Special Permit Rules for Extra-legal Vehicle Operations. At its October 1993 meeting, the Board approved development of revised special permit rules for extra-legal vehicle operations by negotiated rule-making procedures. After following these procedures, staff prepared and presented the proposed draft of the rules to the Board for consideration, based on the information received.

Chairman Combo made a motion, seconded by Vice Chairman Smith, to approve the revisions and proceed with the final rule-making. The motion carried.

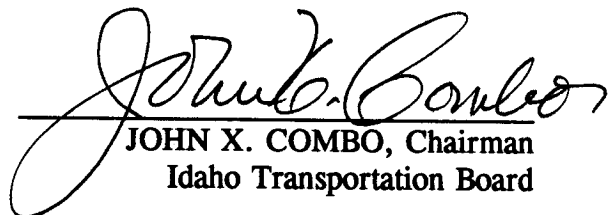
Ratification of STP-2709(101), Key 5849, Clear Lake Grade Stage 1, District 4. The Board unanimously affirmed the State Highway Administrator's decision to award the bid for STP-2709(101), key 5849. Low bidder: Western Construction, Boise, Idaho - \$176,782.25.

Pay for Hearing Officers. Vice Chairman Smith made a motion, seconded by Member Mitchell to hire hearing officers at \$75.00 an hour to handle the workload created by the Administrative License Revocation Act. The motion passed unanimously.

Election of Officers. Member Mitchell made a motion, seconded by Vice Chairman Smith, to re-elect John X. Combo as Chairman; Leon E. Smith, Jr., Vice Chairman; and Mike P. Mitchell, Member. The motion carried.

Regional Transportation Planning Organizations. Because of the full meeting agenda and proposed legislation which may affect regional transportation planning organizations, this item was deferred until next month.

The regular monthly Board meeting officially adjourned at 6:00 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved

March 29, 1994
Boise, Idaho

February 25, 1994

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 28-29, 1994

The regular session of the Transportation Board meeting convened at 8:30 AM in Boise, Idaho in the Transportation Building. The following principals 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
Dwight M. Bower, Director

FY94-99 Federal Lands Program Update. The Idaho Tri-Agency Group (ITD, U.S. Forest Service, and Western Federal Lands Highways Division of the Federal Highway Administration, or WFLHD) met last month to update the state's Federal Lands Program. Administered by the WFLHD, the \$10 million program is divided 50/50 for U.S. Forest Service and ITD projects.

No new projects were added to the Program which were not previously under development or reconnaissance. Overall changes reflect updated costs and project development readiness within available annual funding levels.

The Wyoming Tri-Agency has agreed to designate the Wyoming side of Targhee Road as a Forest Highway and a single Forest Highway route number will be established for both the Idaho and Wyoming sides. WFLHD will ask the Central Federal Lands Highway Division to include the Idaho side of Targhee Road in a reconnaissance study this summer.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to approve the updated FY94-99 Federal Lands Program as presented. The motion passed unopposed. This Program is shown in Exhibit 101, which is made a part hereof with like effect.

Consent Calendar. The following items on the consent calendar were unanimously approved by the Board:

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

ST-7235(602), key 5355 - Northwest Boulevard IC Signals, Coeur d'Alene, Kootenai County, District 1. Low bidder: Thorco, Inc., Coeur d'Alene, Idaho - \$165,906.00.

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ST-90-1(539)65 and ST-5763(600), keys 5119 and 5383 - Compressor Dist. IC, Eastbound and South Fork Coeur d'Alene River Bridge Abut, Mullan, Shoshone County, District 1. Low bidder: C.L. Heilman, Company, Twin Falls, Idaho - \$76,262.00.

ST-5170(601), key 5420 - Renfro Creek Bridge, Santa, Benewah County, District 1. Low bidder: N.A. Degerstrom, Inc., Spokane, Washington - \$189,084.55.

STM-3340(601), key 4996 - Elm Street to I-84B, Mountain Home, SH-51, Elmore County, District 3. Low bidder: Central Paving Company, Inc., Boise, Idaho - \$164,514.50.

ST-2390(622) and ST-2390(628), keys 5317 and 5366 - Perrine Bridge Repair and Poleline Road to Perrine Bridge Ill., US-93, Twin Falls and Jerome Counties, District 4. Low bidder: Ralph L. Wadsworth Construction, Salt Lake City, Utah - \$569,520.00.

STP-RS-2864(017), key 4445 - Paul to Rupert, SH-25, Minidoka County, District 4. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$1,726,122.80.

STP-I-IM-90-1(183)62, key 5091 - Wallace to Mullan, Shoshone County, District 1. Low bidder: Inland Asphalt Company, Spokane, Washington - \$4,355,555.60.

STM-2779(602), STM-2360(605), and STM-2779(600), keys 5245, 5244, and 4683 - Prince's Corner to S. Gooding, Bliss to Malad River Bridge, and Curves North of Gooding; US-30 and SH-46, Gooding County, District 4. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$181,366.00.

STM-2390(633), STM-2390(613), STM-2790(601), and STM-2350(601), keys 5486, 4852, 5243, and 5249 - Jct. I-84 to Newman's Corner, Newman's Corner to Shoshone, Dietrich to Shoshone, and Richfield to Tikura; US-93 and SH-24; Jerome, Lincoln, and Blaine Counties, District 4. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$404,616.00.

2) Quarterly report for FY-Program obligations. To date, ITD has obligated \$52.01 million, which is ahead of the project readiness target.

3) Ratification of project advancement. The Board affirmed the State Highway Administrator's decision to advance Project IM-15-1(110)47, key 4973, Merrill Road to Portneuf Hill, I-15, District 5, from FY95 to FY94. Construction for this \$760,000 project in FY94 will prevent further deterioration and more costly rehabilitation at a later date.

4) Professional agreements report. Payments for engineering consultant agreements amounted to \$113,588.99 during February 1994 and general consultant agreements equalled \$48,007.00 for a grand total of \$161,595.99.

Regional Transportation Planning Issues. At the January 1994 meeting, the Board members reviewed a request by the Southeast Idaho Council of Government (SICOG) to

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approve withholding 2% of the STP Rural funds allocated by ITD to participating member cities and counties for the purpose of regional transportation planning. The Board deferred the item until staff could provide additional information.

Staff recommended that the Board not approve this action for several reasons. First, not all member cities and counties in SICOG agreed to participate in the 2% STP withholding agreement. Secondly, the work activities would not apply to all areas of the state, thereby being of lesser value to statewide transportation planning. And with not all local jurisdictions participating, it would be difficult administratively to execute and maintain agreements with individual jurisdictions concerning the withholding of STP funds. Therefore, staff suggested establishing Memorandums of Understanding between ITD and the six statewide Councils of Government (COG) to perform the transportation planning functions. Reimbursement to the Councils would be in an amount not to exceed \$25,000 collectively, or \$5,000 individually.

Since the January meeting, SICOG has withdrawn its request to withhold 2% of funds for statewide transportation planning services. After a meeting with ITD staff earlier this month, SICOG believes a statewide approach to transportation planning is preferable.

Phil Choate and Bob Barber, Ida-Ore Planning and Development Association, Inc., from Region III, provided the Board with background information on their COG. Mr. Choate added that they are interested in working together with ITD and want to avoid duplication of services by other groups. Don Galligan, SICOG, supported Mr. Choate's comments.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to direct staff to proceed with Memorandums of Understanding (MOUs) between ITD and Councils of Government, but to withhold funding at this time. Staff is to prepare an analysis of duplication of services and the affects pending legislation would have on this issue. The MOUs are to be presented to the Board before implementation. The motion carried.

Presentation of Pavement Management Information. The Department's Systems Analysis/Advance Planning Manager, Bryon Breen, explained the history of ITD's pavement management system. The system is designed to provide objective information and useful data for analysis so that more consistent, cost-effective, and defensible decisions related to the preservation of a pavement network can be made.

The state's pavement deficiency rating has increased from 18% in 1986 to approximately 40% now. Staff is looking for guidance to change this trend. Both long-term and short-term implementation plans are being developed. A pavement preservation policy will be developed and presented to the Board for discussion.

SH-46 Extension, Wendell to Buhl, District 4. Staff completed a District-wide approach and estimated costs for this project. The analysis included adding SH-46 extension, Wendell to Buhl; Malta to Sublett; and Malta to Strevell to the state highway system (46.53

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miles), and removing SH-25, US-93 to SH-50; SH-25, I-84 to Paul; and SH-81, Declo to Malta from the system (48.72 miles).

Vice Chairman Smith made a motion instructing staff to continue negotiations with the highway districts in District 4 to develop the district-wide plan for highway additions to and deletions from the state system. The donation of right-of-way is to be given prime consideration during negotiations in order to keep costs down. Member Mitchell seconded the motion and it carried.

Status of Congestion Mitigation/Air Quality (CMAQ) Projects. As requested at last month's meeting, staff prepared a list of 1994 CMAQ projects that will doubtfully be ready this fiscal year, and projects currently in Preliminary Development which are ready for obligation.

Vice Chairman Smith made a motion, seconded by Chairman Combo to advance the Preliminary Development projects ready for obligation, listed below. The motion carried.

CMAQ projects in Preliminary Development being advanced to FY94 include:

- Key 5733, Kellogg Public Transport Service
- Key 5736, Latah and Nez Perce County vanpools
- Key 5737, CNG fueling facilities, expansion, Boise
- Key 5738, "The Bus" BUS purchase (2), Boise
- Key 5739, Promote Rideshare Program, Boise
- Key 5740, Ada County commuter vans, new routes (5)
- Key 5741, KART replacement bus purchase (2)
- Key 5742, Vacuum sweeper truck
- Key 5744, Replace heavy-duty bus, Pocatello
- Key 5747, CNG fuel station, Pocatello

Public Transportation Advisory Council Member Jim Brooks highly endorsed the motion. He thanked the Board on behalf of Boise's mayor and council for advancing these projects, and added their appreciation for what the CMAQ program has done for the area in conjunction with the tremendous growth.

Matching Funds for FY92 Scenic Byways Project at Stanley, Salmon River Information Center, SH-75, Districts 4 and 6. This \$170,000 discretionary funding project was approved under the FY92 Scenic Byways Program. The scope of the project includes a parking area with rest rooms, two bulletin boards and a scenic byway plaque mounted on a large boulder. The location is an unused stockpile site and fully within the existing state highway right-of-way. The Sawtooth National Recreation Area has agreed to maintain the building and grounds while ITD would maintain the parking lot.

The required non-federal matching funds were originally planned to come from the project sponsor, the US Forest Service's Sawtooth National Recreation Area, through an

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Idaho Parks and Recreation grant. The grant has been applied for and denied twice. If the project is not implemented because of the lack of matching funds, the Scenic Byways federal funding must be returned to the National Scenic Byways Program.

Without objection, the Board approved using \$34,000 of state funds for the non-federal match required.

Coeur d'Alene Lake Trail - Proposed Agreement with Department of Parks and Recreation. The Board members reviewed the draft agreement for the start-up and continuing maintenance costs in connection with the Coeur d'Alene Lake Drive Trail, as prepared by District One Engineer Tom Baker and Parks and Recreation Director Yvonne Ferrell. Funding beyond the second year of the agreement remains an area of concern to both agencies.

After revising the agreement, the Board unanimously approved it and authorized staff to execute the agreement.

Appeal of Lincoln Road, City of Ammon. Chairman Combo relayed the City of Ammon's intent to appeal the decision on the federal-aid matching ratio for the Lincoln Road project in Ammon.

STP-Urban Exchange Program. Currently, ITD has a policy allowing counties and highway districts to exchange their annual apportionments of Federal-aid Surface Transportation Program Rural funds for State Highway Account dollars. Earlier, the Director denied the City of Coeur d'Alene's request to exchange its STP Urban federal funds for state dollars. Staff prepared information on a proposed STP-Urban Exchange Program, including fiscal impact, pros and cons for the Board to consider.

The Board members believed the issue should be reviewed on a case-by-case basis and decided not to pursue an STP-Urban Exchange Program at this time.

Supplemental Agreement, IR-84-2(1)50, Key 2521, Cole/Overland Interchange, I-84, District 3. Centennial Engineers, Inc., consultant, designed this FY94 project. Landscaping is to be a separate project in FY95. Staff is requesting supplemental agreements for the landscaping design, \$50,000; designer related construction support services, \$100,000; shop drawing and submittal review, \$100,000; and designer support and coordination services, \$100,000.

After considerable discussion, the Board unanimously approved a supplemental agreement in the amount of \$350,000 for project IR-84-2(1)50, key 2521.

Term Agreements. In 1991 ITD developed the term agreement format, whereas consultants were prequalified and approved to perform services on immediate notice as the need arises. The Board approved the utilization of these agreements on a basis of a maximum amount of \$100,000 for each work task agreement.

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Term agreements have become a successful and efficient way of utilizing consultant services. However, in order to have better control over consultants and to decrease the number of large supplemental agreements, staff requested increasing the limit of term agreements to \$250,000. Jack Coe stated \$250,000 is the threshold amount for FHWA's agreements, with more stringent requirements for those above \$250,000.

Without objection, the Board approved raising the limit of work task agreements under the term agreement format from \$100,000 to \$250,000.

Increase for Parcels Valued over \$100,000. Board Policy B-03-01 requires both Board approval and dual appraisals for parcels valued over \$100,000. Board approval adds 30 to 60 days to the project development schedule, while dual appraisals can add 30 to 180 days and \$2,000 to \$10,000 more per fee appraisal. Therefore, staff requested increasing the limit for acquisition of parcels.

Without objection, the Board approved raising the \$100,000 dual appraisal and Board approval limit established in B-03-01 to \$150,000.

Administration of CMAQ and Enhancement Programs. Chairman Combo asked the Director to look into the current procedures for administering the CMAQ and Enhancement projects, including what the District's role ought to be, and report his findings back to the Board.

State Institution Parking Lot and Driveway Improvements. Section 40-310(14), Idaho Code, provides an annual program expenditure for ITD to construct, alter, repair, and maintain the roadways in, through, and about the grounds of state institutions. Currently, Board Policy B-05-15 limits this program to \$30,000 yearly. The Department of Administration, Division of Public Works, has requested the funds this year to provide paved parking to the Department of Parks and Recreation's new headquarters building in Boise.

Without objection, the Board approved transferring \$30,000 to the Division of Public Works for the paving of Parks and Recreation's parking lot. Also, staff is to review this program for possible elimination in the future and inform the Division of Financial Management of this possibility.

Rail-Highway Grade Crossing Protection Account. The Board members reviewed the FY94 railroad grade crossing protection account. Projects in this program are funded in the order which they are received for obligation and no deficit funding is allowed. The account has approximately \$32,000 in unobligated funds.

The Board directed staff to write to the associations of cities, counties, highway districts, and county commissioners and clerks, advising them of the available state railroad grade crossing protection funds. Also, staff is to determine the amount of funds that can be transferred to highway projects.

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ITD Agreement with University of Idaho and National Center for Advanced Transportation Technology. Staff requested approval of the second phase of project RP116 in which the University of Idaho Civil Engineering Department and the newly designated National Center for Advanced Transportation Technology (NCATT) is to provide training to ITD in Computer Assisted Drafting and Design (CADD) technology and video technology and develop software for use by ITD. In exchange, ITD is to provide funds for the research and development and assist in procurement of hardware by NCATT.

Phase I, CADD training and software development, was contracted in 1993 using HPR funds. The University provided the 20% local match. The proposed budget for Phase II includes \$111,037 from HPR funds. The University will provide \$28,835 as the local match.

Without objection, the Board approved Phase II of RP116 in the amount of \$111,037.

Authorization to Negotiate and Acquire Property Valued over \$100,000, STP-F-3291(028), Key 2623, Parcels 1 and 5; STP-E-7643(100), Key 5547, Parcel 1, I-84, District 3. The Board concurred with the Chief of Highway Operations' recommendation to negotiate and acquire the necessary right-of-way listed above.

Legislative Update. Executive Assistant/Legislative Liaison Mary Detmar briefed the Board on legislative issues.

WHEREUPON the Board meeting recessed at 5:05 PM.

March 29, 1994

The Transportation Board meeting reconvened at the Transportation Department in Boise at 8:40 AM on Friday, March 29, 1994. All members were present.

February 1994 Board Minutes. The minutes of the February 24-25, 1994 Board meeting were approved as corrected by the Board members.

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

April 21-22, 1994 - District 5
 May 12-13, 1994 - District 4
 June 8, 1994 - Bozeman, Montana
 June 20-21, 1994 - District 3
 July 28-29, 1994 - District 1
 August 18-19, 1994 - District 6

Status of Construction Bid. Last month the Board was informed of Ralph Wadsworth Construction Company, Inc.'s refusal to honor its low bid submitted on project ST-6500(609), key 5633, because of an alleged mistake. The contractor has not offered bid worksheets or

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computations to substantiate its error. The Department's position is that an actionable mistake was not made.

The Legal Section made a written demand on the bonding agent for the contractor for the amount of the bid bond. If the bond is not paid within 30 days, suit will be filed.

Director's Items. Interviews for the Public Transportation Administrator position have been scheduled. The Director hopes to have a selection made in April and will inform the Board at that time.

Mary Bradford, Personnel Manager, updated the Board on the status of salary increases and pending legislation. She also reported on the implementation of the FY94 performance pay policy.

ITD will host the Western Association of State Highway Official's (WASHTO) annual conference in 1997. Barb Babic, Public Affairs Unit Supervisor, reported that Sun Valley has been chosen as the site for the July 26-31, 1997 conference, with anticipated attendance of 550. Jeff Stratten is chairing the organization/planning committee. Member Mitchell requested that the Chair contact Patty Mittleider, as she's chaired a number of conferences in Sun Valley. The Board concurred.

Director Dwight Bower informed the Board of the Department's nomination of Dick Sorensen, Roadway Design Engineer, for the Dr. L. I. Hewes Award. Mr. Sorensen established state design standards as alternatives to federal standards. Other states are requesting these standards for their implementation. FHWA Division Administrator Jack Coe also mentioned Mr. Sorensen's work on metrication conversion and believes he is a good choice for this award. The WASHTO Board of Directors will make the final selection.

Director Bower asked about the dissolution of the Enhancement Advisory Committee. The consensus of the Board was to retain the Committee for now, pending legislation and the State Highway Administrator's review of all ITD committees. Criteria should be developed to define enhancement and the whole process should be reviewed.

Consultant Jim Pline reviewed the Texas Transportation Institute/ITD weigh-in-motion agreement. Mr. Pline's recommendation is to dissolve the contract. Contact by the Director found that TTI has no interest in resurrecting the program or amending the agreement. Vice Chairman Smith made a motion, seconded by Member Mitchell, to dissolve the contract, get our equipment back, and not make any more payments to TTI. The motion passed unanimously.

Member Mitchell expressed concern that trucks backed up at Ports of Entry are stopped on the Interstate. He asked staff to publish and distribute an article on the procedures truckers are to follow at ports.

March 29, 1994

Idaho has been involved in a coalition with North Dakota, Montana, South Dakota, and Wyoming for several years, working together on federal transportation policy issues. The states of Montana and South Dakota have employed a consultant in Washington, DC since early 1991 for legal and technical assistance and policy analysis of federal transportation issues affecting rural states. These two states are asking the other three if they would be interested in supporting this consultant service contract. Depending on the number of states joining, the cost would range from \$25,000 to \$50,000 annually, and the agreement could be altered to address all states' concerns. Dwight Bower brought this to the Board's attention and will revisit the issue at a later date.

Employee Service Awards. The Board recessed at 9:50 AM to participate in the employee service awards.

The Board meeting reconvened at 11:00 AM.

Director Bower informed the Board of his appointment to the Transportation Research Board (TRB) Executive Committee. This Committee meets twice a year and TRB will pay his expenses. The Board members congratulated Director Bower and believe it's an honor to be asked to serve on this Committee.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 11:15 AM the Board met in executive session to discuss legal issues.

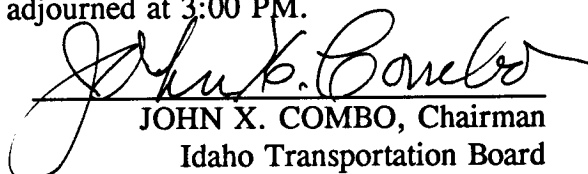
The Board recessed at 11:45 AM for lunch. At 1:15 PM the Board reconvened in executive session to continue discussion on legal matters.

The Board came out of executive session at 1:50 PM. No decisions were made.

Quarterly Report on Pending Legal Cases. Chief Legal Counsel Bob Trabert briefed the Board on pending legal cases. The Board unanimously approved the settlement in the Morgan versus State case for \$110,000 plus other stipulations, protecting ITD from future damages.

Visit with Employees. The Board toured the Financial Control and Motor Vehicle Accounting Sections and visited with the employees.

The regular monthly Board meeting officially adjourned at 3:00 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
April 21, 1994
Pocatello, Idaho

March 29, 1994

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FRONT

REGULAR MEETING AND DISTRICT FIVE TOUR OF THE IDAHO TRANSPORTATION BOARD

April 20-22, 1994

Transportation Board members Chairman Combo and Vice Chairman Smith and Department staff departed the Bear Lake County Airport at 4:30 PM, April 20, 1994. The group drove to the US-30/Wyoming state line, then traveled US-30 to I-15, with stops in Montpelier and Lava Hot Springs to view the Washington Street Bridge and completed Main Street projects, respectively. Senator Dennis Hansen, Representative John Tippetts and Bear Lake County Commissioner Ron Law accompanied the Board on part of this tour. Considerable discussion was held on the pavement condition of US-30 and the Board members visually inspected and recorded pavement deficiencies by milepost.

April 21, 1994

At 8:00 AM, the Board toured the District Five Office and visited with employees.

The regular session of the Transportation Board meeting convened at 9:30 AM in Pocatello, Idaho in the District Five Conference Room. The following principals were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Sue S. Kaufman, Administrative Secretary to the Board
Dwight M. Bower, Director
Keith Green, State Highway Administrator
Pete Hill, Aeronautics Advisory Board Chairman
Bill Cooper, Aeronautics Administrator

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

May 12-13, 1994 - District 4
June 8, 1994 - Bozeman, Montana
June 20-21, 1994 - District 3
July 28-29, 1994 - District 1
August 18-19, 1994 - District 6

Consent Calendar. The following items on the consent calendar were unanimously approved by the Board:

1) Board Policy B-03-01, Acquisition and Disposal of Real Properties and their Improvements. This policy was revised to raise the dual appraisal and Board approval limit for acquiring parcels to \$150,000.00, as approved at the March 1994 meeting.

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2) Board Policy B-05-19, Right-of-Way Fencing. Minor revisions were made to this policy, bringing it in line with current ITD standards.

3) Board Policy B-01-16, Open Meeting Requirements. This policy was created to designate which Department boards, committees, councils, etc. must abide by the open meeting law.

4) Professional agreements report. Payments for engineering consultant agreements amounted to \$193,776.98 during March and general consultant agreements equalled \$37,197.00 for a grand total of \$230,973.98.

March 1994 Board Minutes. The Minutes of the March 28-29, 1994 Board meeting were approved as corrected by the Board members.

Introduction of Public Transportation Administrator. Director Bower introduced Larry Falkner, the new Public Transportation Division Administrator. Mr. Falkner provided a brief history of his management and public transportation experience and is looking forward to his position at ITD. The Board welcomed Mr. Falkner to the Transportation Department.

Director's Report. Director Bower recognized the Public Affairs Section for the press club awards it received recently. The award-winning categories included press release writing, annual report, and non-profit campaign. The Board commended the Public Affairs Section employees for a job well done.

The list of organizations that ITD pays dues to has been reviewed. The Department has eliminated membership in some of these organizations and those retained have been screened by ITD management.

Acquisition of Twin-Engine Airplane. Aeronautics Administrator Bill Cooper reported that the U.S. Customs has begun to release some of the PA-31 Piper airplanes that they have been operating. The Division of Aeronautics has the opportunity to acquire a Piper PA-31 "Panther" converted Navajo under the Federal Surplus Property program. The initial cost will be \$3,125 (5% of the appraised price of \$62,500). Aeronautics estimates that it will require an additional amount of \$8,000 to \$10,000 for some required maintenance and radios.

In reviewing the flying programs over the past year, staff determined a need for this type of airplane. Money for the aircraft would come out of operating funds and would not be a capital purchase. Aeronautics Advisory Board Chairman Pete Hill said the Aero Board endorses this acquisition.

At the beginning of the month, after consultation with Vice Chairman Smith and the Aeronautics Advisory Board, Administrator Cooper signed a letter of intent to acquire this aircraft, with a stipulation that the Department could back out of the agreement in thirty days.

April 21, 1994

Vice Chairman Smith made a motion to ratify Administrator Cooper's authority to sign the letter of intent, and to approve acquisition of the Piper PA-31 "Panther". Chairman Combo seconded the motion and it passed unopposed.

Out-of-State Travel. The Board reviewed the out-of-state travel summary for FY95. Chairman Combo asked that the FY96 travel report be included in the budget process. Vice Chairman Smith requested a comparison of actual out-of-state trips taken and the cost versus the list of requested trips and cost, to be presented to the Board at the mid-point and end of each fiscal year.

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

PFH-57-1(001), key 5329 - Elk Creek Bridge to Elk City, SH-14, Idaho County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$285,152.52. The only bid received did not include a copy of the cover letter for Addendum One, resulting in an irregular bid. The Board concurred with staff's recommendation to reject this bid.

ST-2340(603), key 5343 - Silver Creek to Carey West, US-20, Blaine County, District 4. Low bidder: Hunziker Construction Company, Pocatello, Idaho - \$620,308.25.

ST-3290(608) and ST-3290(611), keys 5377 and 5630 - MP-28 to Idaho City and Robie Creek to MP-28, SH-21, Boise County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. There were two items of major difference, 205-A excavation and 303-A 3/4" aggregate base. The average unit price report was used as a basis to estimate unit prices, but were then increased 150% to allow for additional hand work on the excavation for shoulder widening and for small width base placement. Because of the narrow road, the contractor can only close one lane while working on the shoulder excavation. Also, excavation cannot be dumped on the foreslope, so it must be loaded or stockpiled in the lane and excavated areas must be filled in each day. No work is allowed from Friday noon through Sunday midnight due to heavy recreation traffic. When these effects on production are considered, the bidder's prices on excavation and base are justified.

The Board concurred with staff's recommendation to award this bid. Low bidder: Boise Paving and Asphalt Company, Boise, Idaho - \$3,137,980.02.

STM-0001(618), STM-0001(605), and STM-0001(619), keys 5852, 5054, and 5854 - Bonners Ferry Area; Coeur d'Alene, Post Falls, and Rathdrum Areas; and Northwest Boulevard and US-95, Coeur d'Alene; I-90, US-2, US-95, SH-41, SH-53, and SH-57; Boundary and Kootenai Counties, District 1. Low bidder: Aero Power Vac Inc., Missoula, Montana - \$88,844.00.

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STKP-4587, STKP-4589, STKP-4580, STKP-4590, and STKP-4588, keys 5253, 5255, 4866, 5256, and 5254 - Bliss Maintenance Yard, US-30; Main Canal Bridge, US-30; North RR Tracks, SH-25; Hansen Bridge, SH-50; and Thousand Springs, US-30; Gooding, Twin Falls, and Jerome Counties, District 4. Low bidder: Hunziker Construction Company, Pocatello, Idaho - \$292,158.50.

STKP-4586, key 5252 - Stockpile at W. Acequia, SH-24, Minidoka County, District 4. The low bid was more than ten percent over the engineer's estimate, requiring justification. The contractor bid to use Materials Source Md-43, designated in the contract proposal. Because this source is being used for the first time on this project, there is no existing open face for the contractor to set the crusher jaw against; therefore, the contractor will have to excavate the material prior to feeding it to the crusher. Once this source is established, the District will have historical production costs in which to base future estimates.

The Board concurred with staff's recommendation to award this bid. Low bidder: Maverick Construction Company, Inc., Burley, Idaho - \$128,250.00.

State Highway Administrator's (SHA) Report. A list of advisory boards, committees, task forces, etc. that are available for obtaining outside input about department activities was presented. Staff will utilize one of these established groups whenever appropriate for information and input rather than establishing a new group, and will work toward reducing the number of other entities. The Board will review this information and provide staff with direction.

Staff has worked with the City of Riggins and resolved the signing and speed limit issues on US-95 through the city, as follows: ITD will relocate speed limit signs to the south of the curve; ITD will reevaluate current speed zones next year for any changes; the city will work with property owners to remove commercial signs from the right-of-way; and the city will submit plans and an encroachment permit for caution lights at some time in the future.

The Board members reviewed the bid amount versus final amount for in-house and consultant designed projects for the past two years. The comparison showed the final amount for state-designed projects was 106.63% of the bid amount and consultant-designed projects was 106.99% of the bid amount.

Joint JFAC/Transportation Department Meeting. Jeff Youtz, Legislative Budget Office, reported that the Joint Finance and Appropriations Committee will be meeting in Pocatello on June 13, and in Idaho Falls on June 14 and 15. The Transportation Board is tentatively scheduled the morning of June 13 to discuss transportation issues and projects.

Board Policy B-05-14, Safety Rest Areas. In June 1993 the Board approved the Rest Area Study in concept and recommended that the study be used by the Department as a reference and working document in any future rest area development and planning. Board Policy B-05-14 and A-05-14 were revised to reflect these recommendations.

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The Board unanimously approved B-05-14, Safety Rest Areas, with one revision.

Lunch with the Idaho Branch of the Associated General Contractors (AGC) Association. The Board joined the AGC at its no-host luncheon meeting in the Quality Inn, Pocatello. Chairman Combo and Director Bower spoke to the group on transportation issues.

The Board meeting reconvened at 2:00 p.m. in the City Council Chambers.

Right-of-Way Use Permit, RF-3112(30), Key A0147, US-95, District 3. Mr. Steve Makis has requested a new 40-foot commercial approach at Station 1197+30 left on US-95 in a partial control of access area to establish access to a proposed recreational vehicle park. Currently, the property is not serviced by any approach. The requested approach would not have a negative environmental impact and would not create a safety or congestion problem based on the insignificant amount of new traffic (approximately 40 additional vehicles) that would be added to US-95 by approval of this permit.

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

Revisions to the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) 1988 Edition. Section 49-201(3), Idaho Code, requires that the Board adopt a manual for a uniform system of traffic control devices that will conform so far as possible to the most recent edition of the MUTCD issued by the Federal Highway Administration. Since the Board adopted the 1988 edition with six exceptions effective May 1990, a seventh exception was adopted. These actions are documented in Administrative Rule IDAPA 39.03.41.

Three amendments, Revision No. 1 dated January 17, 1990, Revision No. 2 dated March 17, 1992, and Revision No. 3 dated January 10, 1994, have been made to the 1988 edition. Revision No. 1 made minor modifications to temporary pavement markings in construction and maintenance areas. Also, substitution of the term "short-term markings" for the term "temporary markings" and the definition of "short-term pavement markings" as those that will be in place up to two weeks were made.

Placement of stop or yield signs at highway-rail grade crossings is dealt with in Revision No. 2. However, Section 49-202(25), Idaho Code, sets the standard in Idaho on stop sign placement requirements at railroad crossings, so this revision is not applicable.

Revision No. 3 is a rewrite of all of Part VI of the MUTCD and is intended to improve the safety of workers, pedestrians, and motorists in temporary traffic control zones. Because this revision provides considerably more information and guidance regarding work zone traffic control than is available in the currently adopted edition of the MUTCD, it is important that this revision be adopted as soon as possible to make it applicable for the upcoming construction and maintenance season. Therefore, staff recommended that temporary

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rule-making be initiated and that regular rule-making procedures proceed concurrently.

Without objection, the Board approved adopting Revision No. 1 dated January 17, 1990 and Revision No. 3 dated January 10, 1994 to the 1988 edition of the MUTCD with the previously-approved seven exceptions, and authorized promulgation of revisions to Rule IDAPA 39.03.41, and temporary rule-making in the interim, effective June 1, 1994.

State Rail Plan Update and Intermodal Management System. This item was deferred until the May meeting when Member Mitchell will be present. The Board also requested an overview of railroad functions and ITD's role at that time.

Proposed Functional Classification Map for State Highway System. Staff reviewed the functional classification for the State Highway System. No changes to the functional classification map are proposed at this time. The following list shows the mileage of state highway for each rural and urban classification:

<u>Classification</u>	<u>Rural Mileage</u>	<u>Urban Mileage</u>
Interstate	532.15	79.61
Principal Arterial	1638.78	145.85
Minor Arterial	1209.34	44.22
Major Collector	<u>1303.31</u>	<u>-0-</u>
Total	4683.58	269.68

Without objection, the Board approved the State Highway Functional Classification map.

Oregon Trail Parking Lot, STP-F-3291(028), Key 2623, SH-21, District 3. During the design of this project, I-84 to Diversion Dam, Stage 2, ITD has met with Parks and Recreation, the Historical and Preservation Office, Bureau of Land Management, Idaho Power, and adjacent land owners to mitigate the new highway impact on the crossing of the remnants of the Oregon Trail. The trail head parking lot with interpretive center will meet the regulating agencies' concerns when it is built as part of the Stage 2 project; however, the agencies declined to maintain this trail head. Because cost would be minimal, staff is requesting approval to pave and maintain the parking lot and access road for the trail head. The parking lot would require a seal coat every eight to ten years.

Vice Chairman Smith made a motion, seconded by Chairman Combo, to pave and maintain the trail head facility. The motion carried.

Ports of Entry. SHA Green told the Board about the Port of Entry meeting scheduled for next week in Twin Falls. Chairman Combo noted that the memo received earlier on procedures being taken to eliminate long lines at ports of entry was informative and needs to be distributed to legislators who expressed concern with the long lines. Director Bower added that he is considering reorganizing the Headquarters' function of the port of entry

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section and stated the Port of Entry Manager, Mark Young, has asked to be reassigned within the Department.

Delegation - Oneida County Commissioners, Addition of Road to State Highway System. Oneida County Commissioners Jerry Bush and Wayne Shepherd asked the Board to consider adding the stretch of road from the Power County line to Holbrook (formerly SH-37), approximately 14 miles, to the state highway system. The stretch from Holbrook south to Snowville should also be contemplated for addition. Commissioner Bush reported that the traffic has increased on this road, especially heavy truck traffic.

The road from Power County line to Holbrook was on the state system until 1986. At that time, that portion of SH-37 and a stretch of SH-34 were removed and SH-36 was added to the state's system, upon the request of Oneida County.

Vice Chairman Smith explained the procedure for adding and deleting roads to the state system. Upon hearing a request, the Board determines the feasibility of the request and asks staff to point factor the road. Because Member Mitchell isn't present, this item will be discussed with him at a later date.

State-funded Program Changes in District 4. To better coordinate the State Maintenance Program and the State-funded Highway Development Program, staff requested advancing keys 5652 and 5247 and constructing them this summer, when they're scheduled for seal coat work. The current poor condition of the roadways makes it inappropriate to delay the seal coat work scheduled for this summer to coincide with a later construction date.

The request to advance key 5652, SH-81, Declo to I-84, \$270,000 and key 5247, SH-77, Declo to Burley, \$650,000 would be offset by delaying key 5638, SH-77, Main Street, Albion, \$180,000 and key 5639, SH-77, Albion, North, \$680,000.

Vice Chairman Smith made a motion to advance keys 5652 and 5247 from Preliminary Development to FY95 and delay keys 5638 and 5639 from FY95 to Preliminary Development. Chairman Combo seconded the motion and it passed unopposed.

IDAPA 39.02.70 and 39.02.72. The Board unanimously affirmed the temporary and regular rule-making procedures for IDAPA 39.02.70, Restricted Driving Permits, and 39.02.72, Administrative License Suspensions. (See discussion of negotiated rule-making approved by Board in January 1994. No public comments were received.)

Legislative Update. The Board members reviewed the final bill status and information log for the 1994 legislative session.

Advancement of State Funded Project, US-30, District 5. The staff requested advancement of ST-1480(606), key 5659, Georgetown to Nounan Road, US-30, Bear Lake County, from Preliminary Development to FY95. Additionally, an extension of the project

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from Georgetown to the Caribou County line, 8.7 miles, was also requested. This extension would increase the project cost to \$1,300,000. To offset the cost of advancing and expanding the project, the US-89, St. Charles to Bloomington project, key 5347, for \$700,000 can be delayed. The additional \$600,000 could come from the FY95 State Unallocated Account, or, by delaying the US-30, Dingle Road to Pegram Road project in the amount of \$1,070,000.

US-30 is a major arterial. Vice Chairman Smith believes it is a very important route and should receive special emphasis this year. This item was deferred until more time could be devoted to the issue.

NOTE: See minute entry on April 22, 1994.

Delegation - Janis Rhoades, Regional Public Transportation Advisory Committee (RPTAC). Members of the RPTAC and Southeastern Idaho's Regional Constituents for Public Transportation reported on various issues, including: funding for, access and availability, and coordination of services; rural transportation; and planning for the future. The major concerns of the group are limited access in rural areas for the physically impaired, and additional funds for rural areas. Because of the transit growth in the area, a new transit mall is planned for downtown Pocatello, and parking and public transit is planned at the Idaho State University. Pocatello Urban Transit has the facilities and maintenance capabilities needed for expansion.

Ms. Rhoades would like to see the area's public transportation system identified as a demonstration project. Because of the excellent urban system and the growing rural routes, it would be an excellent model for other transit operators to follow.

Chairman Combo thanked the group for the informative summary of the area's public transportation system. He was also pleased that newly-appointed Public Transportation Administrator Falkner could attend the first RPTAC strategic plan presentation. Vice Chairman Smith also commended the group for a job well done.

Pocatello Urban Transit (PUT) Presentation. Administrator Ron Binggeli furnished a bus to transport the Board members to the maintenance facilities where PUT's 19 buses are serviced. He also provided an overview of the system's operations, and mentioned the greatest concern is the rural areas. Although good working relationships have been established with cities in Districts 4 and 6, he believes the "artificial" boundaries need to be eliminated.

The Board thanked Mr. Binggeli for the tour and commended him on the fine transit system in the Pocatello area.

WHEREUPON the Board meeting recessed at 4:45 PM.

April 21, 1994

April 22, 1994

The Board members and staff departed Pocatello on I-15B, US-91, and I-86 to the American Falls maintenance shed. After visiting with employees, the group continued north on SH-39 and I-15 to the North Blackfoot Rest Area.

Senator Jerry Twiggs and Representative Allan Larsen joined the group at the rest area and travelled to Shelley where Representative Michael Simpson met the group. After viewing the traffic signal location, they continued on US-91 to Firth. While observing the Snake River Bridge, District Engineer Frank explained the project scheduled in FY97. The Main Street project in Firth was also viewed before the party proceeded to Blackfoot. The legislators departed after lunch.

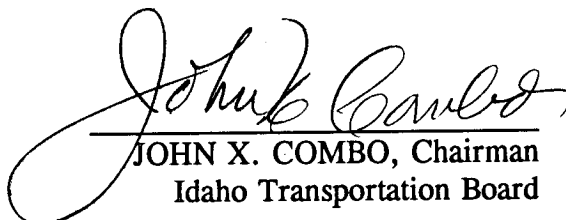
The members met the employees of the Blackfoot maintenance shed. Representative JoAn Wood also visited the Board at this site. The entourage arrived in Pocatello via I-15.

The Board resumed discussion of rescheduling projects on US-30 in District 5. Without objection, the Board approved: advancing key 5659, Georgetown to Nounan Road, and extending the project to the Caribou County line, from Preliminary Development to FY95, utilizing \$600,000 of unallocated state funds; and delaying key 5347, US-89, St. Charles to Bloomington from FY95 to Preliminary Development.

Vice Chairman Smith expressed disappointment with the attendance of the '94 TransPlan meetings. He would like staff to consider utilizing booths at county fairs to reach the public. He would also like the Department to contemplate another employee survey.

Director Bower summarized the Department's FY95 Pay Policy, incorporating the salary plan adopted by the 1994 Legislature. Director's Memorandum #3, FY95 Pay Policy, effective April 11, 1994, emphasizes pay for performance.

The regular monthly Board meeting officially adjourned at 4:30 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
May 13, 1994
Shoshone, Idaho

April 22, 1994

REGULAR MEETING AND DISTRICT FOUR TOUR
OF THE IDAHO TRANSPORTATION BOARD

May 12-13, 1994

The regular session of the Transportation Board meeting convened at 8:00 AM, May 12, 1994, in the Twin Falls City Library, Twin Falls, Idaho. The following principals 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
Dwight M. Bower, Director
G. Keith Green, State Highway Administrator

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

June 8, 1994 - Bozeman, Montana
June 20-21, 1994 - District 3
July 28-29, 1994 - District 1
August 18-19, 1994 - District 6
September 22-23, 1994 - Boise

Consent Calendar. The following items on the consent calendar were unanimously approved by the Board:

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

STP-RS-2802(004), key 2603 - Soldier Road, Camas County, District 4. Low bidder: Western Construction, Inc., Boise, Idaho - \$1,124,223.00.

NH-IM-15-1(110)47, key 4973 - Merrill Road to Portneuf Hill, I-15, Bannock County, District 5. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$579,632.00.

ST-6750(601), key 5632 - Int. US-20B and SH-48, Rigby, Jefferson County, District 6. Low bidder: Larry Chapple Company, Rigby, Idaho - \$117,702.00.

STKP-4591 and STKP-4592, keys 5257 and 5258 - Stockpiles at Shoshone and Marley; Lincoln County, District 4. The low bid was more than ten percent over the engineer's estimate. The high prices for this crushing project indicate that the historical prices used for estimating crushing costs on this project may not reflect current costs for this type of work. The District has no immediate need for the material and it will not create any

May 12, 1994

shortages for the District if the crushing is not done until later in the year; therefore, staff recommends rejecting the bids and re-advertising again later this fall. The Board concurred with staff's recommendation.

2) Waiver of honorarium, as requested, for General James S. Brooks, Public Transportation Advisory Council member.

3) Quarterly report on bad checks. Motor Vehicle Accounting processed \$14,631,683.88 in checks during the first quarter of 1994. Of those checks processed, \$10,274.07 or .07% were returned for collection. Of the total outstanding returned checks, Motor Vehicle Accounting collected \$8,394.97 and the Collection Agency collected \$204.73.

4) Professional agreements report. Payments for engineering consultant agreements amounted to \$150,007.75 during April and general consultant agreements equalled \$68,011.00 for a grand total of \$218,018.75.

Purchasing Process for ITD Motor Vehicles. Steve Spoor, Equipment Superintendent, explained the Department's equipment management system and objectives. He also described the specification development, bid process, and timetable for equipment acquisition. Several truck purchase and distribution implementation plans were presented to the Board for direction on proceeding.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to adopt the distribution of 3-axle trucks as follows:

- District 1 - 6 units
- District 2 - 4 units
- District 3 - 20 units
- District 4 - 4 units
- District 5 - 4 units
- District 6 - 3 units

and to base future truck purchases on the following schedule:

- FY1995 - 3-axle trucks distributed statewide as required
- FY1996 - no truck purchases
- FY1997 - 3-axle trucks distributed statewide as required
- FY1998 - District 5, 2-axle fleet
- FY1999 - 3-axle trucks distributed statewide as required
- FY2000 - District 3, 2-axle fleet
- FY2001 - District 4, 2-axle fleet
- FY2002 - 3-axle trucks distributed statewide as required
- FY2003 - District 2, 2-axle fleet
- FY2004 - District 1, 2-axle fleet
- FY2005 - 3-axle trucks distributed statewide as required
- FY2006 - District 6, 2-axle fleet

The motion passed unanimously.

May 12, 1994

Presentation on ITD's Motor Pool. Mr. Spoor continued his presentation with information on the Department's motor pool. Vehicles were assigned according to user needs, the amount of utilization, and off-site location. Procedures are being developed and will soon be in place to encourage employee use of private vehicles for ITD business at reimbursed rates. This will enable the Department to reduce the vehicles in the motor pool.

Permits for Implements of Husbandry over 14' 6" Wide. Staff was asked to research the possibility of issuing annual farm implement of husbandry permits for loads up to 20 feet wide, or the feasibility of the ports of entry issuing single trip permits on the weekends. To cover emergency situations only, a recommendation was made to revise IDAPA 39.03.10, When a Special Permit is Required, to add an emergency clause dealing with implements of husbandry.

Member Mitchell made a motion, seconded by Vice Chairman Smith, to proceed with the temporary rule-making procedures to be in effect this agricultural season. Regular rule-making would immediately follow. The motion carried.

Delegation - Greater Twin Falls Area Transportation Committee. Jackpot Advisory Committee member, Ms. Sam Feltman, stressed the importance of US-93 from Twin Falls south to the Nevada border and requested passing lanes along that stretch of highway. Dick Burwell reiterated the significance of US-93, especially with the increased economic development in the area. Designating Pole Line Road and 2300 Road as the US-93 Twin Falls bypass is a high priority of the committee, according to Kent Just, Twin Falls Chamber of Commerce.

Steve Thorson described the Crossroads Ranch, a livestock and agricultural commerce park, planned at the intersection of I-84 and US-93. The group believes improvements need to be made at the I-84/US-93 interchange.

The Highway Districts involved in the SH-46 extension, Buhl - Wendell, are enthused with this project, according to Jack Ramsey. Although the right-of-way acquisition has started, the agencies need guidance on this issue. The Board encouraged the group to continue working with District staff on this project, and thanked the Committee for its presentation.

Delegation - Mini-Cassia Transportation Committee. Governor John Evans told the Board that District Engineer Loren Thomas has been very helpful with the Committee's transportation issues and the group appreciates the good working relationship with the District. He mentioned a number of projects in the area that have been completed and are currently in the Department's program. The proposal to extend SH-46, Buhl - Wendell, and add it to the state highway system is also of great interest to the Committee. Representative Jim Kempton encouraged the Board to pursue this project and to develop SH-77, with an extension from Malta to Sublett, as an alternate route to I-84. He thanked the Board members for the opportunity to discuss these issues and for the direction they have provided to the legislature.

May 12, 1994

Chairman Smith said the Department is still working with Jerome Highway District on removing SH-25 from the state system as part of the SH-46 proposal. Staff is to develop memorandums of understanding with the affected agencies to specify the actions involved in the highway exchanges and what the potential costs will be.

Burley Mayor Frank Bauman mentioned the city's application for a new general aviation airport. Although the master plan and site selection have been made, there are still a number of issues to address.

Delegation - City of Buhl. Because of the projected increase in tourism, escalating farm to market traffic, and the economic development in the area, George Shannon requested ITD consider a business loop around the city of Buhl. He suggested utilizing Deep Creek, an important farm to market road. Mayor Ted Pence said the City Council endorses this proposal, especially since it would eliminate three dangerous curves currently on US-30. To alleviate some concerns the Department has with this project, the Highway District will be active in right-of-way acquisition, and would consider exchanging another road presently on the state highway system for this route.

The Board members made arrangements to meet the Buhl delegation later in the day to view this proposed project.

At 1:15 PM the Board departed Twin Falls south on a county road. After a stop at the Hollister Port of Entry to visit employees and view the port, the group traveled US-93 north to the intersection of US-30 where staff explained the intersection improvement project scheduled for FY95. The entourage traveled US-30 to Buhl where it met citizens of Buhl to drive the proposed Buhl bypass.

The Board traveled US-30 north approximately 10 miles before recessing for the day at 3:30 PM.

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The Board meeting reconvened at 8:45 AM in Shoshone, Idaho in the District Four Conference Room. All members were present.

April 1994 Board Minutes. The Minutes of the April 20-22, 1994 Board meeting were approved as corrected by the Board members.

Director's Items. Director Bower reported that he has discussed decentralization of local projects with staff members. The Congestion Mitigation/Air Quality, Enhancement, and local roads projects will be administered by the District. No effective date has been set.

May 13, 1994

The travel management specifications have been forwarded to the Division of Purchasing for review.

The Director is preparing testimony to present at the National Highway System hearings sponsored by Senator Baucus in Bozeman, Montana on June 6, 1994. The Board gave Director Bower authority to testify as necessary, in the best interest of ITD.

Director Bower recommended the Board do a follow-up employee survey in the winter of 1994/95.

Six teams have each been established to focus on specific areas relating to the Department: pavement rehabilitation, budgeting, computing, cash balance, consumable inventory, and strategic planning/quality/training. The teams are made up of a cross section of employees and will receive training. The Board members fully support this direction and endorse the team concept.

The Board reviewed a list of projects that will be submitted to the National Highway Transportation Safety Administration to be funded with Section 153 funds transferred to the Section 402 program. This transfer was a result of noncompliance with enactment of a motorcycle helmet law. Staff is currently preparing the three-year Highway Safety Plan for presentation at the June Board meeting.

Proposed Pleasant View Road Addition, District 1. Bob Potter reported on the economic development in the Post Falls area, and urged the Board to approve the Pleasant View Road project. He added that they are willing to help with acquisition of right-of-way and other issues because of the importance of this project. Jim Stravens challenged the Department's point factoring for the importance to the statewide grid, the importance to the Interstate continuity, and the safety issue.

Vice Chairman Smith reminded the group that there is more to the issue than the initial construction cost. Continued maintenance and improvements to the road must also be considered, plus the fact that when mileage is added to the state highway system, mileage should also be removed. The Board members realize the need for this project, but don't have available funds at this time.

According to Chief of Transportation Services Jerry Dick, the District One Engineer supports this project. Improvements to the current interchange or additional lanes on the Interstate will be needed in the near future to relieve traffic congestion in this area.

The Board directed staff to determine the area's project priorities. It also encouraged Messrs. Potter and Stravens to continue working on this proposal, including right-of-way acquisition and encouraging cooperation with the Highway District, specifically to maintain or add other routes from the state system to the local agency's system.

May 13, 1994

Visit with Employees. The Board members took a short recess to meet District employees. The Board appreciated staff taking time to attend the meeting and to visit with the Board members.

Proposed SH-46 extension, Wendell - Buhl, District 4. Wendell Highway District Chairman Vernon Mason was unable to attend the meeting yesterday when area delegations discussed the proposed SH-46 extension. He stressed the importance of this route. Vice Chairman Smith said it is a good proposal, but cannot be approved at this time. Staff is to continue working with Jerome Highway District on the addition of SH-25 to the Highway District's system from the state highway system, and prepare memorandums of understanding with the affected agencies.

Regional Planning Organizations. As requested at the March 1994 meeting, staff developed memorandums of understanding between ITD and the six Regional Planning Organizations (RPOs) for specified statewide transportation planning work to be done by the RPOs. The amount of State Planning and Research funds committed to each of the agreements would not exceed \$5,000 individually, or \$25,000 collectively.

Member Mitchell made a motion, seconded by Vice Chairman Smith, to execute the memorandums of understanding and contracts for services with the six Regional Planning Organizations in an amount not to exceed \$5,000 per agreement, or \$25,000 collectively. The motion carried.

Pavement Management. Bryon Breen, Systems Analysis/Advance Planning Manager, presented additional information on the Department's pavement management system, including, pavement condition data grouped by district and system, and scenarios showing different levels of funding and the resulting pavement conditions. The Board also reviewed definitions of minor and major rehabilitation treatments and reconstruction.

The Board unanimously approved the definitions for pavement improvements, which will be included in the pavement management policy. The Board also directed staff to use the \$21 million per year funding level as a target goal for planning in the FY95 Highway Development Program. This is the estimate to maintain the current deficiency level. This may cause a number of currently-programmed projects to be delayed. Because the current pavement condition level is unacceptable, the Board plans to revisit the funding level at a later date.

Use of Federal Safety Funds and the State Railroad Grade Crossing Protection Account. Ten percent of the Surface Transportation Program (STP) funds are set aside for safety projects, in accordance with the ISTEA. Of the funds provided for the safety programs, 40% of the rail/highway crossing funds and 40% of the hazard elimination funds may be transferred between the two safety programs or to the bridge apportionment. Up to 100% of the state's safety funds may be transferred if approved as being in the public interest and with the assurance from the state that the purposes of the program have been met.

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Money in the railroad grade crossing protection account can be used for state or local projects. However, the funds can only be used for installing, reconstructing, maintaining or improving automatic or other safety appliances, signals or devices at railroad grade crossings. The current balance in this account as of April 1994 was \$296,513. ITD is charged with sole and exclusive administration of this account. This administration also includes establishing a priority rating for railroad crossings, with the highest priority to the most hazardous crossing locations.

State Rail Plan Update and Intermodal Management System. Ron Kerr, Senior Transportation Planner, provided an overview of the railroad history and purpose of Idaho's program. He also summarized the funding sources and expenditures for the rail program, and described some of the potential new rail rehabilitation projects.

Staff requested an extension of an existing agreement with Wilbur Smith Associates for up to \$50,000 to update the Idaho Rail Plan by March 1995, and up to \$80,000 to develop the freight Intermodal Management System, in compliance with ISTEA requirements, by March 1996.

The Board unanimously denied these requests. Staff is to obtain the Rail Advisory Council's opinion on the State Rail Plan Update, specifically expending funds for the study. The organization of the Transportation Planning and Programming Section is to be reviewed to determine if staff can devote additional time to rail issues. The Intermodal Management System railroad aspect and scope is to be brought back to the Board at a later meeting.

Federal Highway Development Program Changes. Staff prepared a report of FY94 projects that are unlikely to be ready this fiscal year. The Districts have been instructed to make ready as many state system, federal-aid eligible projects as possible to offset FY94 projects which may not be made ready. The first priority will be for FY95 projects.

Member Mitchell made a motion, seconded by Chairman Combo, to withdraw key 3321, US-12, one mile west of Peck junction from FY94. The motion passed unopposed. Member Mitchell made a motion to advance key 5301, I-90, Seltice Way to SIRR, Post Falls, and key 5051, I-90, Rose Lake Interchange to Elizabeth Park, both in District One, from FY95 to FY94, and to advance key 5348, A Street, Farm Road to Line Street, Moscow, District Two, from FY97 to FY94. Vice Chairman Smith seconded the motion and it passed.

Public Involvement Process. The Board reviewed a summary of the '94 public involvement meetings. The public appreciated the one-on-one contact. Not only do these meetings provide ITD an opportunity to receive comments from the public, but also educates and provides information to people. Staff is in the process of categorizing and summarizing the written comments received, although most of the remarks referred to specific projects.

The Board members encouraged staff to go to the people to gather input, i.e. set up booths at county fairs and malls, and on a continuous basis rather than holding annual

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meetings. Other considerations should include utilizing written questionnaires with specific projects and plans for people to comment on, using interactive videos, and changing the "TransPlan" name.

Board Policy B-06-02, Department Correspondence. This policy was created to give signing authority for correspondence to the employee whose job responsibilities directly relate to the subject of the correspondence. This policy also creates guidelines for when correspondence should be reviewed and approved by a higher authority. The updated Administrative policy was also reviewed.

Without objection, the Board approved Board Policy B-06-02, Department Correspondence.

Authority to Trade Land, STPG-7235(100), Key 5172, Parcels 3 and 81 1/2 or 1, District 1. The Board deferred this item until its July 1994 meeting, so it could view the subject parcels.

Bid Opening, NH-IM-IR-84-2(001)50, Key 2521, District 3. District Three Engineer LeRoy Meyer reported on the May 12 bid openings for the Cole/Overland Interchange project. Nelson/McAlvain of Boise was the low bidder on this project, with a \$28.35 million bid, which was below the engineer's estimate. Member Mitchell requested a quarterly financial and construction status report to the Board on this project.

Vice Chairman Smith made a motion, seconded by Member Mitchell to approve this bid. The motion carried unopposed.

Authority to Acquire Property Valued over \$150,000, RS-2709(006), Key 3586, Parcel 2, District 4. This parcel is crucial for the Clear Lake Grade project because of wetlands mitigation. The Board unanimously approved acquisition of this parcel. It also asked staff to prepare an addendum of potential options for cost recovery on this project.

Status of Planned Unit Development at Hailey, District 4. District Engineer Thomas reported on the continuing work with Blaine County on the four-unit planned development. After the application is presented to the county Planning and Zoning Committee, an open hearing will be held.

Additional bids. The Board approved the additional bids:

UST-22500, UST-22300, and UST-22400, keys 4906, 4904, and 4905 - Underground Storage Tank (UST) at Powell, UST at Bald Mountain, and UST at Fleming, Idaho County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The items with the greatest variance included grade slabs, above-ground storage tanks, and mobilization. This was the second time these projects were bid. After the previous bids were rejected, the contract was split into two contracts with these three sites

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comprising one contract. After bidding these projects twice, as close as the top two bidders are and considering the time constraints, the district doesn't think it would benefit by further delays. These prices will be used for future estimates.

The Board concurred with staff's recommendation to award this bid. Low bidder: Dale's Service Company, Boise, Idaho - \$240,665.00.

UST-22000, UST-22100, UST-21800, UST-21700, and UST-21200, keys 4916, 4915, 4914, 4924, and 4895 - USTs at Grangeville, Lucile, Craigmont, Weippe, and Moscow; Idaho, Lewis, Clearwater, and Latah Counties, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The items with the greatest variance included grade slabs, above-ground storage tank, and mobilization. This was the second time these projects were bid. After the previous bids were rejected, the contract was split into two contracts with these five sites comprising one contract. After bidding these projects twice, as close as the top two bidders are and considering the time constraints, the district doesn't believe it would benefit by further delays. These prices will be used for future estimates.

The Board concurred with staff's recommendation to award this bid. Low bidder: Dale's Service Company, Boise, Idaho - \$228,894.00.

STKP-1013 and STKP-1581, keys 5303 and 5610 - Cedars and Petersen Hill Stockpiles, Kootenai County, District 1. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$592,345.00.

PFH-57-1(001), key 5329 - Elk Creek Bridge to Elk City, SH-14, Idaho County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$282,352.52.

ST-6450(608), key 5351 - Owsley Canal, Mud Lake; Jefferson County, District 6. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$202,161.15.

STKP-6712, STKP-6720, and STKP-6717, keys 5294, 5602, and 5599 - Idaho Falls Yard, Rigby Yard, and Sage Junction; Bonneville and Jefferson Counties, District 6. The low bid was more than 25 percent under the engineer's estimate, requiring justification. Staff believes the primary reason for the cost savings over the engineer's estimate is due to the unit prices for producing and stockpiling of the anti-skid material. The apparent low bidder indicated that he intends to use the state-furnished source as set upon the contract and maintains that although his contract price is very low, he desires to perform the work as required.

The Board concurred with staff's recommendation to award this bid. Low bidder: Gale Lim Construction, Inc., Blackfoot, Idaho - \$128,504.00.

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STKP-6728, STKP-6725, STKP-6724, STKP-6723, STKP-6727, and STKP-6726, keys 5862, 5859, 5858, 5857, 5861, and 5860 - Irwin Yard, Dubois Yard, Idaho Falls Yard, and Rigby Yard; Bonneville, Clark, Jefferson, and Madison Counties, District 6. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The contractor indicated he intends to use an approved commercial source for his cinders rather than the state-furnished source. He manufactures cinders for a private company out of that source, and the cinder anti-skid material we desire is a waste product of his other operations in that source. The primary reasons for the cost savings over the state-furnished source are due to the lack of need for water for dust abatement and stripping materials deposits at a commercial source. Additionally, the haul distances to many of the stockpile sites is reduced due to the more central location of this commercial source.

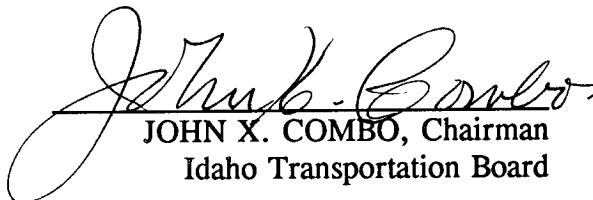
The Board concurred with staff's recommendation to award this bid. Low bidder: Gale Lim Construction Inc., Blackfoot, Idaho - \$251,419.00.

PFH-65-1(001), key 5625 - McCrea's Bridge, Fremont County, District 6. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$983,545.19.

Wrong-Way Vehicle Accidents. Because two recent fatal accidents occurred in Boise due to vehicles traveling the wrong way on the Interstate, Director Bower asked staff to determine what precautions could be taken to reduce this type of accident. Larger signs with high reflection material will be posted. This approach is above minimum manual requirements, and will hopefully alleviate this safety issue.

Lift Axle Rules. Director Bower reported that the Department will ask the Attorney General for an opinion on the law and proposed lift axle rules compiled by ITD. If the law is not sufficient to promulgate rules, this issue will need to be presented to the legislature at the next session for resolution. If the law is sufficient, the Department will promulgate the rules.

The regular monthly Board meeting officially adjourned at 3:30 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
June 21, 1994
Boise, Idaho

May 13, 1994

Special Meeting of the Idaho Transportation Board

June 7, 1994

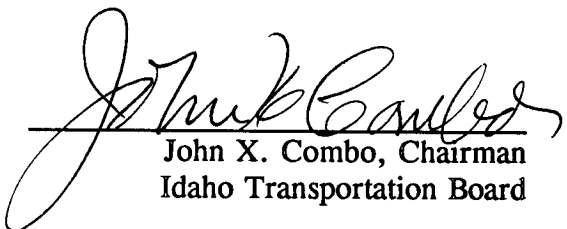
The Transportation Board met with representatives from Alaska, Colorado, Montana, Nebraska, New Mexico, North Dakota, and Wyoming at 8:00 a.m. on June 7, 1994, in Bozeman, Montana. The following people from Idaho were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Sue S. Kaufman, Administrative Secretary to the Board
Dwight M. Bower, Director

The meeting was held to address various transportation issues affecting the states. Some of the topics addressed include alternative funding for highways, the National Highway System, demonstration projects, public involvement process, administering Congestion Mitigation/Air Quality funds, clean water amendments, enhancement funds, gas tax issues, and the North American Free Trade Agreement.

A report on the National Highway System hearing held on June 6, 1994 in Bozeman, Montana was also given. Senator Baucus, Chair of the Environment and Public Works Committee, sponsored the hearing. Secretary Pena and Federal Highway Administrator Slater were also in attendance. Director Bower provided testimony for Idaho, as shown in Exhibit 102, which is made a part hereof with like effect.

WHEREUPON, the Board meeting ended at 3:30 PM.



John X. Combo, Chairman
Idaho Transportation Board

Read and Approved
June 21, 1994
Boise, Idaho

REGULAR MEETING AND DISTRICT THREE TOUR OF THE IDAHO TRANSPORTATION BOARD

June 20-21, 1994

The following people departed the Division of Aeronautics, Idaho Transportation Department, Boise, Idaho, via airplane at 7:45 AM:

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
 Dwight M. Bower, Director
 Jerry Dick, Chief of Transportation Services
 Jack Coe, Division Administrator - Federal Highway Administration

After viewing traffic congestion in Boise, the group flew to Owyhee, Nevada, where District 3 Engineer LeRoy Meyer and Assistant District 3 Engineer Jim Richard picked them up.

Delegation - Duck Valley Indian Tribe. Lindsey Manning, Chairman, Duck Valley Tribal Council, reported on the increased traffic on SH-51. One of the Council's main concerns is an approximate 8.5 mile stretch of highway, starting around mile post 39, that is in very poor condition. Mr. Manning also requested overhead lights on SH-51 as the highway leaves Mountain Home by the air base. The intersection is dark and safety is a big concern. The Council would also like destination signing on I-84 by Mountain Home for either Duck Valley Indian Reservation or Owyhee, Nevada. Because part of the reservation is in Nevada and part in Idaho, citizens occasionally have problems registering vehicles or obtaining driver's licenses in Idaho. Vice Chairman Smith suggested designating the reservation as either in Idaho or Nevada for these purposes. The Department will work with the Tribal Council on this issue.

The group traveled north on SH-51, then west on SH-78.

Delegation - City of Marsing. Charles Falen, Marsing Chamber of Commerce, thanked the Board for highway projects completed in the past and expressed appreciation to the Board members for the visit. As SH-55 comes into Marsing, it progresses from four lanes to two lanes. Mr. Falen asked that signs be posted warning motorists of this lane change. He also requested a turn lane on US-95 approximately 4 miles west of town at a highly-traveled county road leading to a cemetery. He added that the city does not support a Middleton Road interchange on I-84, but favors the proposed Karcher interchange.

June 20, 1994

Richard Symms believes SH-55 needs to be a 4-lane highway from Nampa to Marsing. The traffic is increasing considerably on this stretch of road and there are very few passing opportunities. Jerry Bowman thanked the Department for providing turn lanes on SH-55 just south of Nampa, but asked for additional turnlanes at the intersections of SH-55 and Lake Avenue and SH-55 and Huston Road.

The group drove to Homedale via SH-55 and US-95 to view the proposed Homedale alternate route, then traveled a county road and SH-55 to Nampa. The SH-55 Marsing to Sunny Slope project was observed.

Delegation - City of Nampa. Mayor Winston Goering thanked the Board and ITD staff for help on transportation projects. City Engineer Larry Bledsoe reported on the progress the city is making on its master plan. The city would like to incorporate its plan into a comprehensive county plan. The main long-term planning issues Mr. Bledsoe stressed were expanding Garrity Boulevard to five lanes, and providing additional lanes to the interstate in each direction.

Although the 11th Street underpass has improved considerably, Dave Dykstra with the Nampa Chamber of Commerce, believes the project is still a high priority. He also emphasized the need for the Nampa-Caldwell Boulevard project and the Karcher interchange.

The Board returned to the Division of Aeronautics, Boise, on I-84.

Consent Calendar. The following items on the consent calendar were unanimously approved by the Board:

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

ST-4210(605), key 5376 - Harpster Grade, SH-13, Idaho County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$709,799.90.

STM-4200(607), STM-4200(612), STM-4200(613), STM-4808(601), STM-4802(600), STM-4110(612), STM-4200(610), STM-4808(600), and STM-4749(602), keys 5218, 5620, 5788, 5219, 5462, 5220, 5458, 5215, and 5789 - District 2 seal coats, US-12, SH-9, SH-99, US-95, SH-7; Latah, Idaho, Nez Perce, and Clearwater Counties. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$656,851.90.

STKP-3660 and STKP-3664, keys 5237 and 5483 - Patty Flat stockpile and Cascade stockpile, Valley County, District 3. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$337,572.00.

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STP-M-7403(004) and ACHD #52027, key 4245 - Franklin Road, Maple Grove to Five Mile and Franklin Road Extension; Ada County, District 3. Low bidder: Central Paving Company, Inc., Boise, Idaho - \$3,843,847.73.

NH-IM-IR-84-2(001)50, key 2521 - Cole/Overland Interchange, Boise; Ada County, District 3. Low bidder: Nelson/McAlvain Construction, Boise, Idaho - \$28,350,249.23.

ST-6350(617), key 5641 - Thousand Springs Area, North of Mackay; US-93, Custer County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$437,497.00.

ST-2390(629), key 5380 - Main Street, Bellevue; SH-75, Blaine County, District 4. Low bidder: Hunziker Construction Company, Pocatello, Idaho - \$1,495,545.71.

STP-84-3(047)173, key 5682 - US-93 IC to SH-50 IC, I-84, Jerome County, District 4. Low bidder: Western Construction, Inc., Boise, Idaho - \$7,136,754.95.

STM-1721(604), key 5569 - Gore Point to Aberdeen, SH-39 and I-86, Power and Bingham Counties, District 5. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$281,940.80.

STM-1701(600) and STKP-5571, keys 5565 and 5783 - Malad to Holbrook and Malad Yard, SH-38 and I-15, Oneida County, District 5. Low bidder: Kloepper Inc., Paul, Idaho - \$356,934.04.

STP-1836(100), key 5155 - Main Street, Firth; US-91, Bingham County, District 5. Low bidder: Beco Construction Company, Inc., Idaho Falls, Idaho - \$1,350,730.30.

STM-1480(603), STKP-5565, and STKP-5567, keys 5263, 5266, and 5573 - McCammon to Topaz Bridge, McCammon, and Preston Yard; US-30, Bannock and Franklin Counties, District 5. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$399,909.00.

STP-BRS-F-1491(007), key 0770 - UPRR "O" Pass, Red Rock; SH-91, Bannock County, District 5. Low bidder: LeGrand Johnson Construction Company, Logan, Utah - \$2,411,637.02.

STM-1804(600) and STM-1803(601), keys 5259 and 4972 - Bear River Bridge to Niter and Jct. 34 to Bear Creek Road; SH-34 and SH-36, Franklin and Caribou Counties, District 5. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$232,319.00.

STKP-1590, key 5839 - 40 acres, Kootenai County, District 1. Low bidder: Interstate Concrete and Asphalt, Coeur d'Alene, Idaho - \$165,220.00.

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STM-5110(611) and STM-5140(603), keys 5299 and 5834 - Worley to Mica Hill and Plummer to Jct. SH-3; I-90, SH-3, US-95, and SH-5; Kootenai and Benewah Counties, District 1. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$337,457.85.

ST-4110(618), key 5358 - Borgen Road and Uniontown turnbays, US-95, Latah County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$414,772.60.

STKP-2553, STKP-2548, STKP-2557, and STKP-2554, keys 5470, 5221, 5799, and 5471 - Moscow, Craigmont, Orofino, and Bovill; Latah, Lewis, and Clearwater Counties, District 2. The low bidder was more than ten percent over the engineer's estimate, requiring justification. The items with the greatest variance included cover coat material C1.4 in stockpile, 1/2 aggregate for road mix in stockpile, 3/8" anti-ski material, and mobilization. All of the unit estimated prices used were based off the past estimates submitted by the same contractors. No significant errors have been identified in the estimate. The bids may have been high because the contractor was required to furnish the source. The district recommended rejecting the bids and readvertising the project, replacing contractor furnished source with state source provided. Because of the need for anti-skid material for winter maintenance, this project should be readvertised as soon as possible. The Board concurred with staff's recommendation to reject this bid.

ST-3270(605), key 5318 - Power Canal Bridge, Horseshoe Bend, SH-55, Boise County, District 3. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$591,556.43.

STKP-3662, key 5481 - Walters Ferry, Owyhee County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The item of major difference was the 3/8" aggregate for road mix. The District recommended rejecting this bid and readvertising with another state project at a later date. The Board concurred with staff's recommendation to reject this bid.

STM-6380(602), STM-6450(606), STM-6350(615), and STM-6450(605), keys 5583, 5282, 5595, and 5281 - Jct. SH-22/33 - East and West; Baker - South; Jct. SH-75 to Morgan Creek; Gilmore - North; Butte, Custer and Lemhi Counties, District 6. The low bid was more than 25 percent under the engineer's estimate, requiring justification. An analysis of the bids was made and it appears that contractors have received better quotes for materials than previous contracts. The district recommended awarding this bid because contractors and suppliers were evidently being very competitive to get this contract; the district overestimated every bid item price on the contract as compared to the low bidder, yet a review of the bid prices shows wide variations between the five bidders without a clear trend; and the district has examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage of. The Board concurred with staff's recommendation to award this bid. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$353,435.95.

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STM-1836(503), key 4563 - NCL Blackfoot to Bonneville County Line, US-91, Bingham County, District 5. Low bidder: Kloepper Inc., Paul, Idaho - \$212,174.15.

STM-6450(604), STM-6767(600), STM-6450(614), STM-6830(602), and STM-6500(608), keys 5278, 5584, 5591, 5586, and 5582 - Sage Jct. - East; Rexburg - Jct. SH-33; Henry's Fork S.R. - 2nd West Rexburg; Leigh Creek Bridge - Driggs; and Shelley New Sweden Road - Jct. US-91; Jefferson, Madison, Teton, and Bonneville Counties, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$352,718.00.

ST-1480(606), key 5659 - Caribou County Line to Nounan Road, US-30, Bear Lake County, District 5. Low bidder: HK Contractors, Idaho Falls, Idaho - \$1,082,445.84.

ST-1480(605), key 5640 - Dingle Road to Pegram Road, US-30, Bear Lake County, District 5. Low bidder: LeGrand Johnson Construction Company, Logan, Utah - \$913,298.50.

2) Quarterly report for FY-program obligations. The Department has obligated \$73.18 million to date, which is well ahead of last year's obligation of \$38 million. However, the project readiness target for May was \$100 million.

3) Reappointment of Gene Pyles to the Public Transportation Advisory Council for a six-year term.

4) Board Policies B-01-12, Purchase of State Property by Department Personnel, B-06-13, Use of Department Facilities, and B-19-02, Sales to other Jurisdictions. These policies were revised to include information on taking or salvaging state property.

5) Board Policy B-18-07, Code of Fair Practices. Minor revisions were made to this policy, including changing the word "handicap" to "disability", and the references were updated.

Summary of Pending Legal Cases. The Board reviewed the summary of pending legal cases.

Advance STP-6804(101), key 5760, District 6. The Union Pacific Railroad (UPRR) right-of-way Tetonia to Ashton project is sponsored by the Department of Parks and Recreation in the FY95 Enhancement program for \$300,000. The project will purchase and preserve the abandoned railroad corridor for a 31-mile bicycle/pedestrian trail. Staff requested accelerating this project to FY94 because another party is interested in purchasing the right-of-way which is adjacent to his property. He wishes to deny access across his property to this path. Sufficient funds are available in the FY94 Enhancement Program to advance this project.

June 20, 1994

Member Mitchell made a motion, seconded by Vice Chairman Smith, to advance STP-6804(101), key 5760, UPRR right-of-way, Tetonia to Ashton, from FY95 to FY94. The motion passed unopposed.

WHEREUPON the Board meeting recessed at 5:25 PM.

June 21, 1994

The Transportation Board meeting reconvened at 8:10 AM on Tuesday, June 21, in the District Three Conference Room, Boise. All members were present.

Jeff Youtz introduced Ray Houston. Mr. Houston will be the Transportation Department's legislative budget analyst. The Board members thanked Mr. Youtz for his years of service to the Department and welcomed Mr. Houston.

The action items from yesterday's tour of District Three were reviewed. The Board directed implementation to post a destination sign for Duck Valley Indian Reservation or Owyhee, Nevada on I-84 at Mountain Home; place luminaires along SH-51 as it leaves Mountain Home by the air base; accommodate the Tribal Council if it votes to license drivers and register vehicles in Idaho; video SH-51, M.P. 38.9 to M.P. 47.4 to use as a demo to the legislature; notify Duck Valley Tribal Council Chairman Manning of the actions resulting from the June 20 visit; inform UPRR of ITD's responsibilities on railroad crossings; and post "right lane ends" signs on SH-55 in Marsing. The Board directed further study and a report back on cutting the Riddle maintenance station project costs by purchasing a modular home; identifying Indian tribes on the 1995 state map; adding turn lanes to intersections on SH-55 at Huston Road and SH-55 and Lake Avenue; changing key 88, SH-55 Marsing to Sunny Slope, from a four-lane highway to a three-lane highway; and phasing the Nampa/Caldwell Boulevard project if a stretch is ready to go.

Long-Range Transportation Plan. Staff presented an overview on the framework on the long-range transportation plan and implementation; vision and goals; management systems; and the calendar of target dates for the plan. Vice Chairman Smith expressed concern with jurisdictions overlapping on duties and suggested this be discussed in the plan. Member Mitchell added that reducing automobile traffic should also be addressed.

Without objection, the Board approved the framework for the development and implementation of the Idaho Transportation Plan, and the vision and goal statements to be used during the next few months as the Plan is developed.

Highway Safety Plan. The Board previously reviewed the draft Highway Safety Plan. At its June 10, 1994 meeting, the Traffic Safety Commission approved the projects and funding levels in the document. The final Plan must be received by the National Highway Traffic Safety Administration and the Federal Highway Administration before August 1, 1994.

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Member Mitchell voiced concern on the LifeSavers Conference to be held in Sun Valley in 1995. Not only is the area an expensive place to visit, but also difficult to get to. He wants to ensure all entities have an equal opportunity to attend this conference.

Without objection, the Board approved the FY95-97 Highway Safety Plan.

1993 FHWA Administrator's Biennial Safety Award. Last month the Department was notified that the Office of Highway Safety won this national award in the area of Program Planning, Development, and Evaluation. The winning project, Local Agencies Automated Traffic Accident Record Analysis, is an innovative system that will enable local highway agencies to increase their access and analysis capability, and to make more effective use of the state's accident data base.

According to Director Bower, FHWA Administrator Rodney Slater is trying to schedule a visit to Idaho to present this award. The Board members commended staff as the recipient of this honor.

Status of FY94 Congestion Mitigation/Air Quality (CMAQ) Projects. The Board reviewed the status of projects in the CMAQ program. Six projects in the preliminary development category are ready to advance into FY94. Sufficient funds are available to advance these projects without delaying other projects. Several projects that will doubtfully be ready in FY94 can be delayed during the FY95 Program Update scheduled for approval in September, 1994.

Member Mitchell made a motion, seconded by Chairman Combo, to advance the following projects to FY94:

key 5734	NICE Bus purchase	\$250,000
key 5735	Sweeper truck, Sandpoint	\$100,000
key 5745	Pocatello replacement bus, #1	\$60,000
key 5746	Pocatello replacement bus, #2	\$60,000
key 5748	Vacuum sweeper, Bannock County	\$130,000
key 5749	City of Chubbuck street sweeper	<u>\$170,000</u>
		\$770,000

FHWA Administrator Coe reminded the Board that the projects have already been approved in the Transportation Improvement Plans and if changes are made, the Plans would need to be amended and approved by FHWA and FTA.

Vice Chairman Smith voted nay. He stated that he would rather spend funds on highways than on buses and sweepers. The motion passed.

Changes to the Highway Development Program Update Process. Staff proposed retaining the current FY95 state program until September when both the state and federal

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programs can be reviewed. This will enable the implementation of the minor pavement rehabilitation policy and inclusion of \$21.4 million annually in minor pavement rehabilitation projects for the purpose of halting the overall deterioration of the pavements on the state highway system, as directed by the Board at the May 1994 meeting.

Homedale Alternate Route, NH-F-3111(051), key 4463, US-95, District 3. This project, approximately one mile in length, will relocate existing US-95 to the east of Homedale. Even though the proposed route would never be more than 1/4 mile from the city limits, opposition has been expressed by some of the business community. Of the 37 responses received at the April 6, 1994 public hearing, 23 were in favor and 14 were against the project.

The Board viewed the project in August 1993 and again yesterday. The members also reviewed the hearing transcript and testimony. Because the community is not united in its position on the alternate route, Vice Chairman Smith recommended delaying the project. He believes it would be more beneficial to advance the US-95, SH-55 to Homedale project. The scheduling of projects will be addressed at the September meeting.

Vice Chairman Smith made a motion, seconded by Chairman Combo, to approve the project design and proceed with right-of-way acquisition, with the scheduling of the project to be determined in September. The motion carried.

Portland to Boise Intelligent Vehicle Highway System (IVHS) Corridor Study. The Washington and Oregon Departments of Transportation have asked ITD to enter into an agreement with them to submit a proposal to FHWA to obtain funds to develop a Portland to Boise IVHS corridor plan. The primary objective would be to develop specific intermodal and safety enhancement strategies for the corridor that focus on specific applications of IVHS technologies. This project would be beneficial to Idaho in the areas of commercial vehicle operations, incident management, and traveler information.

The total cost for the study is estimated to be \$400,000 of which 80%, or \$320,000, would be Federal IVHS Early Deployment funds. The remaining 20% (\$80,000) would be provided by the three states. Oregon has committed to funding \$40,000 and Washington would contribute \$20,000 plus they would administer the project. Idaho has been asked to contribute \$20,000. This \$20,000 would only be required if the proposal is successful and the federal funds are granted.

Member Mitchell made a motion to participate as a partner in the submittal of the proposal to FHWA and program \$20,000 in state funds to be used as Idaho's portion of the local match in the event the proposal is approved. Vice Chairman Smith seconded the motion and it passed unopposed.

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Boise State University (BSU) Internship Program. This program has been a beneficial and continuing program managed by the Transportation Planning and Programming Section. The proposed 1994/95 agreement would provide student interns and faculty support needed for database development, model testing, and support work for the Highway Performance Monitoring System, Pavement Management, HPMS-Analytical Package, Highway Statistical Analysis, Roadway Design, materials testing, and new coding and editing activities in the development of databases for road inventory files.

The requested contract extension would commence July 1, 1994 and end June 30, 1995 and would cost \$298,355.95. Twelve of the interns would be for Transportation Planning and Programming, funded from State Planning and Research funds, and three would be for Roadway Design and Materials, financed with project development money.

Vice Chairman Smith made a motion to fund the BSU internship program in the amount of \$200,000. Although there is value to this program, he believes money should be spent on the state's highways. Chairman Combo also believes this is a good program and stated \$200,000 would be too much of a decrease. Vice Chairman Smith withdrew his motion.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to approve the BSU internship program in the amount of \$250,000 and to work towards reducing the contract amount in next year's contract. The motion passed unanimously.

Idaho Falls Enhancement Projects STP-6420(102), key 5551, and STP-6420(103), key 5552, District 6. The city of Idaho Falls has advised Chairman Combo that the project estimates are higher than the available amount. The city requested a funding increase from ITD to construct these projects. The Board directed staff to work with the city on this issue and investigate options such as combining the two projects, eliminating the landscaping project, reducing the scope of the projects, and funding alternatives.

Authority to Condemn. The Board signed the order 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>	<u>District</u>
ST-5110(620)	2	5453	US-95	1

Authorization to Acquire Property Valued over \$150,000. The Board concurred with staff's recommendation to acquire the following property in excess of \$150,000.

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>	<u>District</u>
RRS-STP-5121(38)	15	3192	US-2/95	1
STP-F-3271(033)	2	2027	SH-44/55	3
STP-F-3271(033)	9	2027	SH-44/55	3
STP-F-3271(033)	34	2027	SH-44/55	3

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STP-F-3291(028)		2623, and		
STP-E-7643(100)	1	5547	I-84	3
NH-STP-F-3190(100)	5	4781	SH-44	3
NH-F-2390(101)	3	4784	US-30/93	4

Rest Area Development in District 4. The State Parks and Recreation Department has interest in combining the Bliss Rest Area and the state park development at Malad Gorge State Park. Combining the two facilities will provide efficiency in staffing, enhance tourism, and increase security. The Bliss Rest Areas are currently scheduled for upgrading at an estimated cost of \$2.5 million in Preliminary Development. Merlyn Mews, Parks and Recreation, stressed that this project is a high priority for the Parks Department.

The Board directed staff to continue working with the Parks and Recreation Department on this joint venture. A memorandum of understanding is to be drafted outlining the expectations, duties, funding, etc. of this proposed Malad Gorge state park project, and clearly defining our share of the cost, Parks and Recreation's share of the cost, and Parks and Recreation's intention regarding staffing of the facility.

Public Transportation. Boise Mayor Brent Coles expressed appreciation to the Board for the meeting, and to ITD for the excellent working relationship. Debbie Ruggles, Boise Urban Stages (BUS), provided an overview of the BUS's system. One of its main goals is to reduce the number of vehicles on the roads. An intensive marketing effort was successful last year and resulted in increased ridership. The Board members looked at a Compressed Natural Gas bus, courtesy of BUS.

The strategic plan of the Ada County Highway District's ridesharing program includes a ten percent annual growth in the program to reduce the number of single occupancy vehicles, and to encourage the use of alternative transportation modes, according to Pat Nelson, program coordinator. The program has experienced considerable growth recently. Ms. Nelson shared some things ITD can do to encourage commuters to use transportation alternatives. These options include continue support for ridesharing services; provide district representatives that look for opportunities to provide park and ride facilities within their jurisdictions, during construction projects, and/or as the commuter needs become apparent; allow ITD's Public Transportation Division to lease vanpool vehicles to transit entities; adopt a transportation alternative program for its own employees; and support legislation to allow regional transportation districts or authorities with some equitable and stable funding source.

Public Transportation Administrator Larry Falkner recommended a separation of the Regional Public Transportation Advisory Committee (RPTAC) chairs as members of the Public Transportation Advisory Council (PTAC). He believes the current setup is too time-consuming and doesn't allow enough flexibility. New RPTAC members would then need to be appointed.

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Chairman Combo suggested developing a policy addressing conflict of interest for RPTAC members. Vice Chairman Smith asked for a study on bus and van ridership. Before additional buses are purchased, he wants to ensure that the current buses are being fully utilized.

Without objection, the Board approved changing the RPTAC chairs as members of PTAC, appointing new RPTAC members, and a policy addressing conflict of interest for RPTAC members.

Status of Administrative License Suspension (ALS) Program. The final provisions of the ALS law go into effect July 1, 1994. This law provides for the suspension of the driver's license at the time of the arrest for driving while under the influence. Violators have seven days from the date of the arrest to request a hearing. ITD's Legal, Driver Services, and Highway Safety Sections have been involved in the ALS program. Staff believes the ALS implementation is on schedule.

The Board would like a report later this year on how the program is operating.

Revisions to IDAPA 39.02.07, "Rules Governing Titling of Specially Constructed and Reconstructed Motor Vehicles". This rule requires revisions to implement the legislative amendments to Sections 49-524 and 49-525, Idaho Code. The legislation, House Bill 878, was due to concerns with vehicles being wrecked and/or repaired, and not reported to the buyers. The Idaho Automobile Dealers Association believed that all vehicles that met the definition of salvage should be physically branded "reconstructed vehicle" and have the notation printed on the title. Industry members involved in negotiating the amendments to HB 878 have reviewed the draft of this rule.

Without objection, the Board approved the revisions to IDAPA 39.02.07, "Rules Governing Titling of Specially Constructed and Reconstructed Motor Vehicles" for promulgation on a temporary basis to become effective July 1, 1994, and regular rule-making to follow immediately.

Revision to IDAPA 39.02.22, "Mileage Use Fee Administration". Senate Bill 1231 and House Bill 291A passed in 1993, enacted significant changes to the mileage use fee and its program. Rule 39.02.22 requires recodification as a result of the legislative changes. The Board approved the concept of this rule at the July 1993 meeting. This rule was presented to the Motor Carrier Advisory Committee, followed by the negotiated rule-making procedure for additional comments. The rule was held until after the legislative session in case additional amendments to the rule were required. No new laws affecting this rule were passed.

Without objection, the Board approved the promulgation of Rule 39.02.22, Mileage Use Fee Administration.

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Delegation - Idaho US-95 Association. Brad Schwarz and Jeanette Anderson thanked the Board members for the opportunity to meet with them. They added their appreciation to ITD staff members for the good working relationship the two entities enjoy. Mr. Schwarz stated the importance of US-95 because of the increased tourist traffic and it unites north and south Idaho. He realizes the funding restraints the Department faces and asked what the association can do to help ITD. Member Mitchell encouraged them to communicate with legislators, not only expressing concerns, but also crediting the Department for projects completed. Member Mitchell also suggested setting project priorities for US-95.

May 1994 Board Minutes. The minutes of the May 12-13, 1994 Board meeting were approved as corrected by the Board members. The minutes of the special meeting in Bozeman, Montana on June 7, 1994 with members from other states were also approved.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
 July 28-29, 1994 - District 1
 August 18-19, 1994 - District 6
 September 22-23, 1994 - Boise

Board Policy B-06-08, Professional Services Agreements. This policy was updated to include a paragraph on term agreements. Chairman Combo also suggested revising the policy to state a Bureau Chief or "higher authority" instead of "or delegate" be allowed to sign term agreements.

The Board unanimously approved the revised Board Policy B-06-08, Professional Services Agreements.

Professional Agreements Report. Payments for engineering consultant agreements amounted to \$146,496.73 during May, 1994, and general consultant agreements equalled \$25,724.00 for a grand total of \$172,220.73.

Matching funds for FY93 Scenic Byways Projects, SBID-93(004) Key 5672, and SBID-93(006), Key 5674, SH-75, District 6. The Bison Jump Hunting Site and Bayhorse Townsite projects were approved for discretionary funding in the FY93 Scenic Byways Program. Both projects are to construct pull-off and interpretive displays for historical sites and were anticipated to be matched by the Bureau of Land Management through a recreational vehicle grant from the Idaho Department of Parks and Recreation. BLM did not receive the requested grant, leaving the match unfunded.

Because ITD has a sufficient cash balance available to fund these projects in the amount of \$61,400 and the projects are ready for contract letting, staff requested state funds for the match. Vice Chairman Smith made a motion to not fund the projects. The motion died due to a lack of a second.

June 21, 1994

Member Mitchell suggested informing the legislature of this issue and seeking its assistance in funding the projects. Chairman Combo made a motion, seconded by Member Mitchell, to defer this item. The motion carried.

Director's Report. Director Bower shared proposed legislative items for the 1995 session.

Director Bower asked the FHWA for information on obligational authority. He questioned if federal funds on expensive projects, constructed over several years, could be used to advance smaller projects. He will keep the Board informed on this decision.

A request for bridge discretionary money for the Goff Bridge, District 2, is being submitted to FHWA.

Idaho is working with other border states on border crossing issues and is encouraging Congress to address this subject.


The pre-harvest truck inspections were received positively by the few who attended. Chairman Combo directed staff to write to all legislators before the next session, summarizing ITD's activities this past year, especially recapping port of entry issues.

District Six staff will erect intersection ahead signs warning motorists of the dangerous intersection by the Ashton Bridge on US-20, and place flashing yellow lights on the warning signs. Also, District Three will be placing a traffic signal at the intersection of SH-55 and SH-44.

The Director will be forwarding the Board information on a proposed consultant agreement. The consultant from Washington, DC would work on transportation issues for the states of Idaho, Montana, North Dakota, South Dakota, and Wyoming.

Both Chairman Combo and Director Bower attended a public/private partnership meeting in Seattle, Washington earlier this month. Director Bower plans to follow this movement, especially noting how the projects are funded and how the partnership is working.

The regular monthly Board meeting officially adjourned at 5:30 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
July 29, 1994
Coeur d'Alene, Idaho

June 21, 1994

REGULAR MEETING AND DISTRICT ONE TOUR OF THE IDAHO TRANSPORTATION BOARD

July 28-29, 1994

The regular session of the Idaho Transportation Board meeting convened at 8:00 AM, July 28, 1994 in the District One Conference Room, Coeur d'Alene, Idaho. The following principals 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
Dwight M. Bower, Director
Tom Baker, District One Engineer
Jack Coe, Division Administrator - Federal Highway Administration

District Engineer Tom Baker relayed the Post Falls Highway District's request to fund another bridge in the area between the Spokane Street Bridge and US-95 bridge. Because of the vast expansion and growth in the area, the Highway District believes this project is needed now. District Engineer Baker and Assistant District Engineer Larry Wolf briefed the Board on projects scheduled to view on tour.

The group boarded a bus provided by North Idaho Community Express (NICE) and driven by NICE Director Aaron Knight. In Coeur d'Alene, the Board viewed the two properties involved in the proposed land trade with Hagadone Hospitality Co., East Sherman Avenue, and the Ramsey Road/Northwest Boulevard Interchange.

State Highway Administrator Keith Green joined the group at this interchange then they traveled south on US-95 to Plummer.

Delegation - Plummer City Officials. The delegation's main concern was the need for passing lanes and pull outs on US-95 in the Plummer vicinity. Jack Buell, Benewah County Chairman, and private trucking company owner, volunteered to donate equipment to help in the construction of passing lanes and pull outs. He added that other entities, such as the logging association, all need to get involved and help the Transportation Department take care of US-95. Economic Development Director Ruth Rathbun mentioned that the brush along the road needs to be cleared, especially along SH-5 curves and by pullouts. DE Baker said maintenance personnel are in the process of brushing the routes in the area east of St. Maries but will continue west of St. Maries.

Representative Gino White stated that the numerous blind curves on SH-5 are a safety hazard. The lack of roadway shoulders is another concern. If the road would be safer,

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Representative June Judd believed more traffic would use US-95, which would be an economic benefit, not only to the area, but to the state.

Director Bower stated he was encouraged by the large turnout and the willingness to work together to solve transportation problems. DE Baker will meet with Mr. Buell to determine the projects that can be completed, including slow-vehicle turnouts, and the resources available. The Board also mentioned that the Department needs help acquiring right-of-way on highway projects. Local agencies should keep this in mind when ITD is planning projects in their areas.

The group traveled east on SH-5 then to Coeur d'Alene via SH-3 and I-90.

Delegation - Regional Public Transportation Advisory Committee (RPTAC). District 1 RPTAC Chairperson Debra Gordon said the tremendous growth in northern Idaho has increased the need for public transportation. The rural areas have a large percentage of senior citizens and disabled people, who are in greatest need of public transportation.

RPTAC Member Ken Korczyk explained the Committee's strategic plan, mission statement, and goals. Former Senator Mike Blackbird, RPTAC Member, expanded on the goals, including: planning, advocating, and securing resources that will ensure adequate services and access; promoting the value, use, role and responsibilities of public transit and para-transit; and developing and implementing RPTAC as the coordinating agency for oversight of transit and para-transit in Region 1.

The objectives of NICE were presented by Director Knight. He stated that ridership has increased by 20,000 in two years and boardings in Shoshone County have risen by 80 percent. He added that costs have been reduced for fixed routes in Coeur d'Alene. The Board members requested a copy of NICE's annual report.

The Board thanked the group for the informative presentation, and also expressed appreciation to Mr. Knight for providing transportation for the Board's tour. Chairman Combo expressed his pleasure in seeing the co-sponsors of HB779, the former Senator Mike Blackbird and the former Representative John Sessions, as active members in public transportation.

Delegation - Coeur d'Alene Chamber of Commerce. The priority of projects in Coeur d'Alene, according to Jim Coleman, past President, Chamber Board, include Ramsey Road/Northwest Boulevard - I-90 interchange, East Sherman Avenue, and Government Way. The citizens of Coeur d'Alene supported a good transportation system, as shown in the 83 percent approval for a \$9 million bond for road improvements. He emphasized the need for the Ramsey Road/Northwest Boulevard project now to reduce the current safety hazard on the interchange ramps, improve the sight distance, and eliminate the access problem emergency vehicles experience when responding to emergencies.

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If Sherman Avenue was reconstructed, it would reduce the maintenance costs, complete the I-90 business loop, and promote business and economics. The Board appreciated the Chamber's information.

Delegation - Coeur d'Alene City Officials. Mayor Al Hassell also urged the Board to fund the Ramsey Road/Northwest Boulevard interchange project. Other priorities in the city include Sherman Avenue and Government Way. The city has experienced tremendous growth recently. Tourism has also increased as well as the number of accidents in the area.

The Board realized the need for these projects, especially after viewing the Ramsey Road/Northwest Boulevard interchange, and driving Sherman Avenue yesterday.

Delegation - Crossroads Ranch. Steve Thorson, representing Crossroads Ranch, thanked the Board for the opportunity to meet and discuss the Crossroads Ranch proposal. He provided an overview of what the project entails, including a livestock and agricultural commerce park, shopping centers, and restaurants.

Forrest Hymas, Jerome Economic - Community Coordinator, said that safety and traffic congestion are major concerns at the I-84/US-93 interchanges. He also presented several letters from entities in the community that are also concerned about the present and future traffic congestion and safety around the interchanges.

According to Traffic/Transportation Engineer David Markley, the developer's consultant, traffic signals at the I-84/US-93 interchanges are warranted now. As the Crossroads Ranch project progresses, a signal will also be needed at the access to that property, across from the county road accessing Petro 2. He added that a 5-lane highway will be needed from Twin Falls to this approach.

Several options for funding the traffic lights were presented by Chuck Hart. Additionally, other contributions will be needed, such as landscaping, a bicycle/pedestrian path, and lighting on the frontage road.

Chairman Combo understood the need for traffic lights at the I-84/US-93 interchanges, having been at that location a number of times. He suggested the delegation continue working with the District staff as well as the Director and State Highway Administrator. Director Bower stressed the limited funds the Department has to work with, but is willing to discuss available options.

WHEREUPON the Board meeting recessed at 5:10 PM.

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July 29, 1994

The Transportation Board meeting reconvened at 8:15 AM on Friday, July 29, in the District One Conference Room, Coeur d'Alene. All members were present.

June 1994 Board Minutes. The minutes of the June 20-21, 1994 Board meeting were approved as corrected by the Board members.

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

August 18-19, 1994 - District 6

September 22-23, 1994 - Boise

October 25-26, 1994 - District 2

November 17-18, 1994 - Boise (tentative dates)

Consent Calendar. The following items on the consent calendar were unanimously approved by the Board:

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

CM-2800(103), key 5520 - St. James and Kensington Ave., Kootenai County, District 1. Low bidder: Glen L. Waddell, Inc., Coeur d'Alene, Idaho - \$137,307.90.

PFH-22-1(009), key 3373 - Warm Lake Road, Valley County, District 3. Low bidder: Western Construction, Inc., Boise, Idaho - \$1,218,069.80.

STM-3340(604), key 5476 - Riddle, North; Owyhee County, District 3. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$554,917.70.

ST-7592(601), key 5365 - Intersection Alfresco Road, Burley; Minidoka County, District 4. The low bid was more than ten percent over the engineer's estimate, requiring justification. The items with the greatest variance were traffic signal installation and mobilization. Staff believed that bidding this project in the middle of the construction season did not invite the interest that usually results in competitive bid prices. Considering the solitary high bid for this project, the District recommended rejecting it and advertising again this fall. This proposed delay will not create any serious safety or operational problems at this intersection. The Board concurred with staff's recommendation to reject this bid and readvertise this fall.

ST-2848(600), STM-2848(602), ST-2854(604), STM-2854(600), and STM-2848(601), keys 5247, 5848, 5652, 5246, and 5504 - Declo to Burley, Declo to Burley, Declo to I-84, Declo to I-84, and Idaho to "J" Canal; Cassia and Minidoka Counties, District 4. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$1,366,850.00.

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STPE-86-2(012)61, key 5544 - Chubbuck I.C. Landscaping, Bannock County, District 5. Low bidder: Robert L. Angle and Associates, Pocatello, Idaho - \$299,129.00.

UST-62300, UST-62200, and UST-61900, keys 4922, 4923, and 4930 - aboveground storage tanks at Irwin, Island Park, and Challis; Bonneville, Fremont, and Custer Counties, District 6. The low bid was more than ten percent over the engineer's estimate, requiring justification. An analysis of the bids showed that the estimated prices for the fuel tanks were extremely low. Staff recommended awarding the contract for the following reasons: the engineer's estimate is based on past bidding history of fuel tank projects of similar size, location and nature; the District made a mistake when estimating for the purchase and installation of the aboveground fuel tanks; and, the bids for the remaining items are in close conformity with the estimated prices.

The District examined the plans and specifications, and can find no fault that would lead to a large oversight for which a contractor may take advantage. There is obviously no potential savings should the contract be readvertised. Staff believed it would be unwise to delay awarding this contract for more than a week because the winter maintenance season is almost here. The Board affirmed the State Highway's decision to award this bid. Low bidder: DePatco, Inc., St. Anthony, Idaho - \$201,735.29.

RA-3-1, key RA01 - Midvale Hill Rest Area, Washington County, District 3. Low bidder: American Building Maintenance, Boise, Idaho - \$78,906.00.

STP-RS-4780(014), key 0804 - Weippe to Timberline High School, Clearwater County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The major items of difference include excavation, plant mix pavement, rock cap, and wetland mitigation. The District believed that the major reason for the high bid is the restrictive requirement of completing the work in the vicinity of the high school by August 22, 1994. Another reason is concern relating to grading work in wet conditions due to the high water table that exists in the area.

Staff thought there is a potential for savings if the bids are rejected and readvertised without the restrictive time requirement. The concern of wet conditions can be reduced by allowing the major portion of the project to be constructed during late summer and early fall. The wetland mitigation item should not have included the cost of excavation and will be clarified. The Board concurred with staff's recommendation to reject this bid and readvertise.

IM-IR-90-1(187)6, key 5301 - Seltice Way to S.I.R.R., Post Falls, Kootenai County, District 1. Low bidder: Inland Asphalt Company, Spokane, Washington - \$424,242.70.

STM-5110(621), key 5603 - Spokane River Bridge to Neider Avenue, Coeur d'Alene, Kootenai County, District 1. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$284,706.59.

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STP-90-1(188)16, key 5414 - Coeur d'Alene Lake Drive, Kootenai County, District 1. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$732,101.10.

IM-IR-90-1(186)33, STM-5766(600), and STM-5765(600), keys 5051, 5053, and 5052 - Rose Lake IC - Elizabeth Park GS, Osburn Business Loop, and Kellogg Business Loop; Kootenai and Shoshone Counties, District 1. Low bidder: Franklin Construction, Inc., Paradise, California - \$587,875.66.

ST-5110(616) and ST-5110(623), keys 5356 and 5684 - Sheep Creek to Tensed and Plummer North, Benewah and Kootenai Counties, District 1. Low bidder: Inland Asphalt Company, Spokane, Washington - \$1,538,400.00.

BLDG-34001 and BLDG-33101, keys 3816 and 4815 - Marsing Maintenance Building and Hammett Maintenance Building, Owyhee and Elmore Counties, District 3. Low bidder: Hasegawa and Associates Inc., Boise, Idaho - \$761,097.00.

STP-3804(009), key 4006 - Grandview Road, Snake River North; Elmore County, District 3. The low bid was more than twenty-five percent under the engineer's estimate, requiring justification. The major differences between the low bid and ITD's engineer's estimate were for granular borrow, 3/4" aggregate base, and plant mix Class II. All three bids received were within 9 percent of the others on these items, making the low bid appear reasonable and competitive. The local sponsor, Mountain Home Highway District, was anxious to have this project constructed and fully supported awarding the contract to the low bidder.

The Board concurred with staff's recommendation to award this bid. Low bidder: Western Construction, Inc., Boise, Idaho - \$1,297,741.90.

ST-6804(601), key 5370 - Bitch Creek North, Fremont County, District 6. The low bidder was more than twenty-five percent under the engineer's estimate, requiring justification. The contractor indicated his intentions to use scrapers for excavation and seek approval to use adjacent farm ground as a source for some of the borrow rather than the state furnished source. Based on the mass diagram and typical sections, the low bidder indicated small cuts and fills with short haul, while the engineer's estimate was based on loaders and truck haul for the excavation and embankment. Also, it is impossible for the District to account for the use of private sources in its estimate. The differences in these two items account for the full difference between the low bidder and the engineer's estimate.

The Board concurred with staff's recommendation to award this bid. Low bidder: Toomer Construction, Inc., Menan, Idaho - \$149,121.95.

2) Roadway Width Map. Revisions to the map include changing SH-3 from Jct. US-12 to Kendrick from 36 feet to 34 feet; and SH-25 from Jct. US-93 to SH-50 IC and from Greenwood IC to Paul, from 28 feet to 26 feet. Also, equivalent metric widths were added.

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3) Access Control Map. The following guidelines were used in determining the revisions to the map: SH-8 west of Moscow, changed from Type IV to SAP; SH-8 east of Moscow to Troy, changed from SAP to Type I; and US-89 from the Utah boarder to the Wyoming border, changed from Type I to Type III.

4) Board Policy B-01-07, State Legislation Development. This policy was created to establish procedures for development of state legislation by the Department. The Board revised the policy to specify legislation will be drafted by the Department only if the legislation impacts ITD.

5) Quarterly report on bad checks. During the second quarter of 1994, Motor Vehicle Accounting processed \$11,208,901.40 in checks. Of those checks processed, \$10,035.53 or .09% were returned for collection. Of the total outstanding returned checks for the quarter, Motor Vehicle Accounting collected \$9,034.70 and the Collection Agency collected \$235.00.

6) Professional agreements report. Payments for engineering consultant agreements amounted to \$197,553.63 during June, and general consultant agreements equalled \$183,104.00 for a grand total of \$380,657.63.

7) Porthill airport hanger lease. This agreement is between the Division of Aeronautics and William C. Piper, granting him a 5-year lease with an option for a second 5 years for the purpose of constructing a personal use hangar. Annual payments are to be 12% of the appraised value plus one-half the prior year's electric bill, with excessive electric usage as grounds to re-evaluate these charges.

State Highway Administrator's Report. DE Baker discussed several scenarios for the development of Pleasantview Road and the impacts to the Post Falls area. Although the Pleasantview Road addition would be an asset to the state highway system, DE Baker stated the Ramsey Road/Northwest Boulevard interchange would be the district's top priority.

Member Mitchell questioned the status of right-of-way acquired for the proposed Pleasantview Road project. The Board directed staff to draft a letter to the Post Falls Highway District stating the requirements that need to be met if this route is added to the state system, and determine the feasibility of a consensual LID with all participants. This issue is to be reviewed at next month's meeting.

Authority to Trade Land, STPG-7235(100), key 5172, I-90, District 1. A 3,049 square foot parcel owned by Hagadone Hospitality Company on the corner of Northwest Boulevard and Mullan Road on the I-90 business route within the city of Coeur d'Alene is needed for an intersection improvement project scheduled for FY94. The land appraised for \$20,368.00.

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Earlier, the Department advertised for sale at public auction, a 3.58 acre parcel of surplus property adjacent to and forming a boundary with the Coeur d'Alene Golf Course. This property was appraised at \$2,388.00. The public auction was cancelled when Hagadone Hospitality Company indicated they would trade, without further consideration, the Northwest Boulevard property for the strip bordering the golf course.

Vice Chairman Smith believed the Department's land adjacent to the golf course is more valuable and may be needed in the future. The Board unanimously approved trading parcels with Hagadone Hospitality Company with the stipulation that the Transportation Department has a buy-back option on the land adjoining the golf course. (See later entry on this issue.)

Delegation - City of Sandpoint. Mayor Ron Chaney requested funds to overlay SH-95 and SH-2 in Sandpoint. The city is working to improve the employment base and increase tourism, but believed their efforts are being deterred by traffic congestion and poor roads. The city's priorities for street overlays are: Fifth Avenue - Cedar St. north to Larch; Pine Street - First to Fifth Ave; Chamber of Commerce Building to Larch Street; First Street - Superior to Pine Street; Cedar Street - First to Fifth Avenue; and First Street. Mayor Chaney added his appreciation for the traffic signals recently installed in the city. Although the traffic flow has improved in the city, he believed a Sandpoint by-pass is still needed.

DE Baker told the delegation that the draft Highway Development Program includes \$340,000.00 for overlaying Sandpoint Streets in fiscal year 1995. This would include the city's first five priorities, but not the First Street project. The Board will review and update the Highway Development Program at its September meeting.

Representative Jim Stoicheff thanked the Board for the turnlanes and widening projects recently completed. He agreed with the Mayor on the need for overlaying the above-mentioned streets, however, he disagreed on the merits of the recently-installed traffic signals. Traffic backs up considerably since the lights were installed. He believed the poor traffic situation would be alleviated by removing the traffic lights.

Sandpoint City Councilwoman Susan Johnson admitted that traffic may back up more since the lights were installed, but she believed traffic moves safer now. She thanked the District for being responsive to the city's needs and for continuing its work on synchronizing the lights. She added that the long-term solution for Sandpoint's traffic congestion is a by-pass.

Delegation - City of Rathdrum. In the draft Transportation Improvement Program, a traffic signal at SH-41 and SH-53 is scheduled for FY97. City Councilwoman Beverly Young appreciated this project in the program, but urged the Board to advance it. Traffic has increased considerably, causing vehicles to back-up, and making it difficult for emergency vehicles to get through. Because of the nearby school, safety is a major issue, according to Bob Jones, Superintendent of Schools.

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Chairman Combo reiterated the Department's concern for safety and assured the delegation that this project will be carefully considered for advancement at the September program update meeting.

The city's requested bike path project was also discussed. The Enhancement Committee did not recommend this project for inclusion in the Program. Staff is to look at this project, especially noting safety issues on SH-53.

Director's Report. Director Bower reported on the Department's projected revenues and expenditures. The total budget will be more definitive.

ITD is still pursuing a contract with John DeVerno as a legislative consultant in Washington, DC. The consultant is currently on contract with Montana and South Dakota while North Dakota and Wyoming are planning to join the agreement. Not only would Mr. DeVerno address concerns of the 5-state coalition, but would also address specific issues for each state. The consensus of the Board was that the Director ought to proceed with drawing a specific contract for Idaho, including monthly, itemized billings.

Director Bower submitted an application for the Goff Bridge as a demonstration project, and informed the congressional delegation of this action.

The Board members briefly reviewed the summary of out-of-state travel for FY94. SHA Green said there were differences in reporting the trips and asked to revisit this issue next month, after the report is revised.

Memorandums of Understanding. Member Mitchell questioned the status of the MOUs. A lot of verbiage was given to the MOUs and he wanted to ensure their effectiveness.

State Rail Plan Update. At the May Board meeting, a request for consultant assistance in preparing an update to the Idaho State Rail Plan and in development of the Freight Intermodal Management System was denied. The Board expressed an interest in having more of the work done in-house. Some of the State Rail Planner's duties have been shifted so he can devote more time to rail issues. A schedule for updating the rail plan with more in-house involvement was reviewed. A consultant would still be required where ITD does not have the technical expertise or staff resources to do specific work within the time frame.

At its June 14, 1994 meeting, the Governor's Rail Advisory Council strongly favored a proactive state rail planning and project assistance program to deal with possible future abandonments and other rail issues. The Council also recommended that the state position itself to qualify for Federal Local Rail Freight Assistance for projects that could develop on recently formed short line railroads, and also that ITD dedicate the necessary resources required to update the rail plan.

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Without objection, the Board approved the general outline to update the Idaho Rail Plan with increased in-house staff involvement and consultant assistance from Wilbur Smith Associates in the amount of \$30,000.00.

Innovative Financing for Bayhorse Townsite and Lake, SB-ID-93(006), Key 5674, SH-75, Custer County. At the June 1994 meeting, the Board deferred a request for state funds as a match for the Bayhorse Townsite and Lake Scenic Byways project. Since June, this project has been submitted for consideration under a current FHWA request for proposals to evaluate innovative financing methods which could leverage new funding sources for highway investments. FHWA has been asked to waive its requirement that match for federal-aid highway funds comes from non-federal sources.

The total cost of the project to construct a pull-off and interpretive display along SH-75 for the historical Bayhorse townsite has been reduced by \$7,000.00 by graveling instead of paving the pullout. Funding sources for the Bayhorse Townsite and Lake project would include Scenic Byways Funding (FHWA) - \$12,800.00; BLM - \$31,200.00; and ITD - \$10,000.00. The project plans are ready and BLM has funding and manpower available to complete the federal force work.

Without objection, the Board approved \$10,000.00 of state funds as the match for the Bayhorse Townsite project with the condition that the BLM is also able to contribute Federal resources under the FY94 innovative financing proposal.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 12:45 PM the Board met in executive session to discuss personnel matters.

The Board came out of executive session at 2:00 PM. The Board referred a complaint on an employee's conflict of interest to the Director.

Board Policy B-30-03, Motor Vehicle Bureau/County Automated Systems. Idaho Code provides that the county assessor and sheriff share motor vehicle and driver's licensing functions with the Transportation Department. Currently, distribution of terminals and other automated equipment is very inconsistent.

Staff created a policy directing the Department pay for equipment expenses whenever justified in terms of customer service and access. The counties could request expanded equipment and/or equipment for additional offices whenever the county determines that additional service can be supplied by the county. The proposed policy was distributed to the County Sheriff's and Assessor's Clearinghouse for review, and no significant comments were received.

The Board approved the concept of the policy, but directed staff to revise the wording to include justification for the automated records system and necessary equipment. The

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revisions to Board Policy B-30-03, Motor Vehicle Bureau/County Automated Systems are to be reviewed next month.

Authority to Condemn. The Board signed the order of condemnation on the following parcels as recommended by the Chief of Highway Operations:

Project No.	Parcel No.	Key No.	Route No.	District
STP-F-2360(100)	8	3845	US-30	4
STP-F-2360(100)	6	3845	US-30	4
F-3271(052)	24	3758	SH-55	3
F-3271(052)	11	3758	SH-55	3
NH-STP-F-3190(100)	6	4781	SH-44	3
NH-STP-F-3190(100)	8	4781	SH-44	3
IM-IR-184-1(8)	35	2520	I-84	3
*F-5121(019)	74	0717	US-2	1
NH-6420(101)	50	5405	US-26	6

*Before proceeding with condemnation on this parcel, staff is to acquire written concurrence from the appropriate federal and/or state agencies that the acreage and site for wetlands mitigation on this project are sufficient.

Authorization to Acquire Property Valued over \$150,000. The Board concurred with staff's recommendation to acquire the following property in excess of \$150,000.

Project No.	Parcel No.	Key No.	Route No.	District
STP-F-3271(033)	3	2027	SH-44/55	3
STP-F-3271(033)	14	2027	SH-44/55	3

Annual Permits for Non-reducible Unloaded Vehicles on US-30. Bannock Paving has requested an annual permit to operate their triple combinations on US-30. About three months out of the year, Bannock Paving operates several vehicle combinations that are 130 feet long. These vehicle combinations move 1.3 miles in the morning before 8:00 AM and 1.3 miles when they return to the yard after 5:00 PM. The vehicle combinations are unladen and do not exceed legal weights when traveling the 1.3 miles on US-30.

The Board ratified issuing an annual permit in the amount of \$25.00 to Bannock Paving to operate the vehicle combinations at 130-foot length on 1.3 miles of US-30.

Enhancement Program. Chairman Combo questioned whether an Enhancement Committee is the proper vehicle to review and recommend projects for the Program. His concern is conflict of interest for the committee members. The fact that enhancement fund recipients view the money as grants was also expressed. This sometimes leads to the recipients not complying with the regulations for enhancement funds. Staff will determine options to

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convey this information to applicants.

Railroad Merger. SHA Green informed the Board of the proposed merging of the Burlington Northern and Santa Fe railroads. Charlie Clark, Union Pacific Railroad, has asked the Department not to take a position on this issue until we hear back from him.

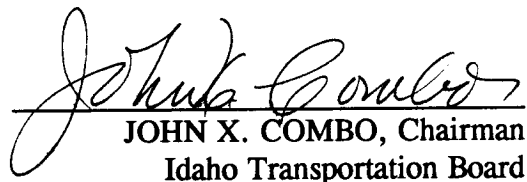
Action Items. Member Mitchell reviewed the actions resulting from yesterday's tour and meetings. Staff will contact Plummer delegation spokesperson Jack Buell concerning the addition of passing lanes or turn-out lanes on US-95; contact informed citizens of Plummer concerning Indian land holdings in the Plummer and Tensed south area; clear brush growth on the roadside of SH-5; write to the St. Maries maintenance station personnel explaining the change of plans on yesterday's tour; write a thank-you letter to Aaron Knight, NICE, for providing transportation; determine feasibility of property exchange, mobile home relocation, for Ramsey Road/Northwest Boulevard interchange project; consider advancing Rathdrum's signal project (SH-41/SH-53 intersection) from FY97; and compare the city of Rathdrum's requested bike path project with Dalton Garden's, specifically looking at the safety issue.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 3:25 PM the Board met in executive session to discuss legal issues.

The Board came out of executive session at 4:00 PM.

Land Trade Revisited. Vice Chairman Smith made a motion to rescind the earlier action authorizing the Department to trade property with Hagadone Hospitality Company, with the buy-back option, and, instead, to proceed with negotiations to purchase the property needed for the Northwest Boulevard/Mullan Road intersection project. Chairman Combo seconded the motion and it passed unanimously.

The regular monthly Board meeting officially adjourned at 4:05 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
August 19, 1994
Idaho Falls, Idaho

July 29, 1994

**REGULAR MEETING AND DISTRICT SIX TOUR
OF THE IDAHO TRANSPORTATION BOARD**

August 17-19, 1994

Board Chairman Combo and Member Mitchell, with District Engineer Jim Ross, toured several area projects, including US-20, Shelley/New Sweden to Old Butte Road, Cinder Butte to Shelley/New Sweden, Idaho Falls city project, Taylor's Crossing, Utah-Yellowstone, and I-15B at the Riviera Interchange.

Vice Chairman Smith visited the widening project in Firth and the traffic signal project in Shelley.

August 18, 1994

The regular session of the Idaho Transportation Board meeting convened at 8:00 AM, Thursday, August 18, 1994 at the Idaho Falls airport, Idaho Falls, Idaho. The following principals 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
Dwight M. Bower, Director
Keith Green, State Highway Administrator
Jim Ross, District Six Engineer

The group traveled I-15 north to Roberts. After viewing the interchange structure, they continued on SH-48 and US-20 north to Rexburg.

Delegation - City of Sugar City. Mayor Albert Burton and other officials requested that a new intersection be constructed on US-20 south of Sugar City at 3000 North to alleviate cross traffic. A video displayed the traffic congestion mentioned by the city at 3500 North. If a new interchange was built at 3000 North, the city would agree to closing 3500 North. A new interchange at US-20 and SH-33 was also requested. Several people spoke regarding school bus safety concerns.

The Board asked the District to update the priority listing of US-20 intersections with current information, and put together alternatives to alleviate cross traffic at Sugar City.

Delegation - City of Rexburg. Mayor Nile Boyle asked that Phase 2 of the SH-33 widening project be accelerated in order to complete the project before winter. The roadway

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plans are being reviewed by the District; the traffic signal plans have yet to be submitted. DE Ross believed that both the road and signal should be bid together. (See Board action later in these minutes.)

Mayor Boyle also asked the Board to allow the city to place the Seventh South (Second East to Second West) project in FY96 with completion in FY97 when the city's urban balance was sufficient. He pointed out that the city has contributed more local funds than usual on a federal-aid project. (See Board action later in these minutes.)

The group departed Rexburg via US-20 to Ashton.

Delegation - Ashton Visitor Center Representative. Richard Laux gave the Board and staff a tour of the facility. The center needs state assistance for: building and parking lot improvements and maintenance; snow plowing of parking lot; maintenance of rest room; planning, construction, and maintenance of additional rest rooms; and signing.

The Board authorized the District Engineer to work with local representatives and officials from the Department of Parks and Recreation and the Department of Commerce to identify needs and participation. The Board further approved a seal coat of the parking lot.

Mr. Laux also requested assistance with interpretive pull-outs along SH-47, Mesa Falls Scenic Drive. DE Ross will work with the locals on this request as well.

The Board continued north on US-20 to Harriman State Park. After viewing a bridge at Henry's Fork of the Snake River proposed for widening, a look at the state park sign, and lunch, the group traveled US-20 south to Mesa Road. The group viewed Upper Mesa Falls before departing SH-47 south.

The Ashton to Tetonia Trail was observed before the group continued on SH-32 and SH-33 to US-20. After looking at the Teton Dam site, they traveled to the District Six Office in Rigby and met with a few employees.

August 19, 1994

July 1994 Board Minutes. The minutes of the July 28-29, 1994 Board meeting were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
 September 22-23, 1994 - Boise
 October 25-26, 1994 - District 2
 November 21-22, 1994 - Boise

August 19, 1994

City of Rexburg Delegation. In reviewing the requests from Rexburg, Member Mitchell made a motion, seconded by Chairman Combo, to accelerate Phase 2 of the SH-33 widening project. The motion carried unanimously. On the Seventh South project, the Board asked DE Ross to evaluate the requested move to FY96, and bring a recommendation to the Board's October meeting.

Consent Calendar. The following items on the consent calendar were unanimously approved by the Board:

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

STKP-3657, key 5234 - Emmett Stockpile, Gem County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The 3/8" aggregate, anti-skid material, and mobilization items were all double the engineer's estimate. The Board concurred with staff's recommendation to reject this bid and readvertise with another state project.

ST-3220(600), key 5362 - Improve six intersections, Caldwell, Canyon County, District 3. Low bidder: Quality Electric, Inc., Boise, Idaho - \$582,835.11.

STM-3707(601) and STM-3340(602), keys 5001 and 4999 - Bruneau West and Junction SH-78 to Sixth South Street, Mountain Home; Elmore and Owyhee Counties, District 3. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$599,935.00.

STP-M-8943(100), key 4624 - Eighth North Street, 14th Street to Canal, Mountain Home, Elmore County, District 3. The low bidder was more than ten percent over the engineer's estimate, requiring justification. After reviewing the bids against the engineer's estimate, no single bid items stand out as being unusually high. Most of the items were bid higher than the engineer's estimate, with the major differences being with the following items: excavation, granular borrow, 3/4" aggregate for base, class III plantmix, concrete class 40-B, concrete sidewalk, curb and gutter, trench excavation and backfill, and trench excavation, rock. Since each bid was within five percent of one another, staff believed the engineer's estimate was too low.

Because of the city's shortfall in its balance, staff recommended rejecting the bids due to lack of funding. The Department also suggested the city trim some of the work to make the cost compatible with its urban balance. The Board concurred with staff's recommendation to reject this bid.

STKP-6721, STKP-6722, and STKP-6713, keys 5790, 5791, and 5295 - Gibbonsville, Challis Yard, and Salmon Yard; Lemhi County, District 6. Low bidder: Gale Lim Construction, Inc., Blackfoot, Idaho - \$400,823.00.

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STKP-2553, STKP-2548, STKP-2557, and STKP-2554, keys 5470, 5221, 5799, and 5471 - District 2 Stockpiles - Moscow, Craigmont, Orofino, and Bovill; Latah, Lewis, and Clearwater Counties. The low bid was more than ten percent over the engineer's estimate, requiring justification. The contract items with the greatest variance included item no. 403-I-A, cover coat material, class 4 in stockpile; item no. SP-1C, 3/8" anti-skid material; and item no. SP-1D, 3/8" anti-skid material. This was the second time this project was bid. After the previous bids were rejected, state-furnished sources were added, the gradation changed, and the project was readvertised. This resulted in a savings of \$70,000.00. The District believed further delays would not be beneficial because this was the second time this project has been advertised and the material is needed.

The Board concurred with staff's recommendation to award this bid. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$530,770.00.

ST-3754(600) and STKP-3662, keys 5378 and 5481 - Jct. SH-78 to Melba Road, and Walters Ferry; Owyhee and Canyon Counties, District 3. Low bidder: Central Paving Company, Inc., Boise, Idaho - \$723,193.60.

SBID-6390(101) and SBID-6390(102), keys 5422 and 5423 - Indian Riffles Salmon Spawning Beds and Holman Creek Fisherman's Access; Custer County, District 6. Low bidder: Ferguson 4T Construction, Inc., Idaho Falls, Idaho - \$138,725.50.

ST-6500(610), key 5142 - Int. Yellowstone and Broadway, Idaho Falls, Bonneville County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$324,962.00.

2) Board Policy B-30-03, Motor Vehicle Bureau/County Automated Systems. The revisions recommended at the July Board meeting were incorporated into the policy.

3) Uncollectible motor vehicle accounts. The decisions are shown in Exhibits 103 and 104, which are made a part hereof with like effect. The Board also asked staff to explore the possibility of expanded use of collection agencies before writing off the accounts.

4) Professional agreements report. Payments for engineering consultant agreements amounted to \$105,589.62 during July, and general consultant agreements equalled \$103,399.00 for a grand total of \$208,988.62.

Authority to Condemn. The Board signed the order of condemnation on the following parcels as recommended by the Chief of Highway Operations:

Project No.	Parcel No.	Key No.	Route No.	District
F-3271(052)	2	3758	SH-55	3
F-3271(052)	23	3758	SH-55	3
F-3271(052)	48	3758	SH-55	3

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STP-F-3291(028)	2	2623	I-84	3
STP-F-3291(028)	7	2623	I-84	3

Authorization to Acquire Property Valued over \$150,000. The Board concurred with staff's recommendation to acquire the following property in excess of \$150,000.

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>	<u>District</u>
STP-F-3271(033)	36	2027	SH-44/55	3
STP-F-3271(033)	27	2027	SH-44/55	3

Eagle Area Projects. The Board asked for a map of all Eagle area projects for review as soon as possible before the September meeting.

Representative Bivens' Letter on SH-55 Project. The Board took note of Representative Bivens' request to "move up widening of SH-55 Eagle Road from Chinden to the Eagle Alternate and consolidate this small 'bottle-neck' into the SH-55 Fairview to Chinden Road scheduled for 1997".

Testimony from Homedale City Officials, Project NH-F-3111(051), Key 4463, US-95, District 3. Three city council members resubmitted testimony that had not been reviewed by the Department. The Board accepted the testimony and asked that it be entered into the record. The Board's decision made at the June 1994 meeting was reaffirmed.

Master Calendar of Events. In order to avoid duplication of meeting dates, the Board asked the Public Affairs Officer to prepare a master calendar of public events and major internal events. The calendar would be provided each month in the Board agenda to help in scheduling meeting dates.

Rest Area Coffee Policy. Director Bower reviewed the policy and some objections received to it. The Board expressed support for the new policy.

Proposed 1995 State Legislation. Member Mitchell believed that it was necessary to advise Legislators of the Department's need for more revenue. This will be considered at the November meeting. Specific legislative proposals will be discussed at the September meeting.

News Clippings. The service subscribed to by the Department is used extensively by staff. The Board members, however, wanted more timely information. They asked that important news articles received in headquarters be mailed to them prior to being printed in the news clippings. Emergency items should be immediately faxed to Board members. The Public Affairs Office will coordinate this distribution.

Delegation - City of Ammon. City attorney Joe Anderson explained the history of the Ammon-Lincoln Road project and the city's belief that the local contribution has always been

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five percent of the project costs, including construction and preliminary engineering. A "Protest to Assessment of City Contribution Costs" was presented to the Board members along with three affidavits. Director Bower explained that federal-aid projects are under a reimbursement program, not a grant program. The state or city - not the federal government - would be responsible for making up the difference in costs unless a mistake in programming was made.

The Board asked the staff to take an in-depth look at all the records and timing of communication with the city regarding local contributions, and provide recommendations on alternatives.

Delegation - City of Idaho Falls. Mayor Linda Milam described the city's efforts in developing a greenbelt along the Snake River. The master plan shows the pathway extending to South Tourist Park and Sportsmen's Park. A replica of the Taylor toll bridge is included in the Congestion Mitigation/Air Quality Program.

Delegation - City of Pocatello. Mayor Angstadt described the city's efforts in developing a greenbelt along the Portneuf River. He also thanked the Board for support of the program through enhancement projects. Application for Phase 2 of the project has been submitted linking the north and south end of the city. The city is not relying on enhancement funds to continue the project, but indicated that without those funds, progress would be slowed. Vice Chairman Smith suggested the city explore the use of CMAQ funds for some of the project.

Delegation - State Public Transportation Advisory Council. PT Administrator Larry Falkner expects a report to the 1995 Legislature on the Department's efforts to comply with Section 40-514, Idaho Code (HB779 passed in 1992). He then reviewed the proposed Board policy on public transportation strategies to create, improve, and enhance the opportunities for Idaho citizens to access public transportation. Falkner believed the policy should be in place before the legislative session begins. The State Council members endorse the draft policy.

Each of the State Council members then described planning efforts in the individual regions.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to approve the draft public transportation policy. The motion carried unanimously. A final policy will be presented at the September meeting for signature.

Aeronautics Administrator's Report. Aeronautics Administrator Bill Cooper and Advisory Board Chairman Hill said the Governor was interested in a policy dealing with the illegal use of airplanes by state employees. AA Cooper suggested that an executive order would be appropriate to cover the issue. The Board members made revisions and asked that the final copy be reviewed with Director Bower, then faxed to them as soon as possible. Director Bower will deliver the letter and executive order to the Governor.

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Vice Chairman Smith appreciated the effort put forth on the Aeronautics Plan, and thought it was a good working document. The helicopter acquisition needs more study, according to the Board. A shuttle operation using state airplanes was commendable, but the Board members urged caution in implementing. Chairman Combo made a motion, seconded by Member Mitchell, to approve the plan. The motion carried.

Metropolitan Transportation Improvement Programs (TIPs). Vice Chairman Smith made a motion, seconded by Member Mitchell, to give temporary approval of the metropolitan TIPs, subject to change in September when the entire program is reviewed. The motion carried unanimously.

Distribution of the Draft State Transportation Improvement Program (STIP). Transportation Planning/Programming Manager Ray Mickelson explained the distribution of the draft STIP. The Board suggested that the entire public involvement process on this program be reviewed again prior to the 1995 STIP. Staff is also to explore, as an option, reviewing the program in August.

Department Reorganization. Director Bower explained the proposed major changes:

- * The Department's Executive Staff will be comprised of two components -
 - The operational side which will consist of five Divisions: Highways, Motor Vehicles, Transportation Planning, Public Transportation, and Aeronautics. (Incumbents will remain in these positions.)
 - The support side will be managed by a Deputy Director and will consist of the Bureau of Administration, the Bureau of Information Systems, and the Bureau of Civil Rights. (Incumbents will remain in these positions.) Richard R. Transtrum will serve as the Acting Deputy Director until a permanent person is appointed.
- * An Office of Budget, Policy, and Intergovernmental Relations will be established under the Director which will consist of the Economics and Research Section, Budget Section, and the Legislative Policy Specialist. Mary Detmar will be the manager of this group.
- * The Highway Safety Manager will report directly to the State Highway Administrator. Keith Green has announced his retirement as SHA effective November 1, and recruitment for that position will begin immediately.
- * Public Affairs will report to the Director rather than the Deputy Director, and the Public Involvement Coordinator will be re-assigned to Public Affairs.
- * Susan Bale will become the full-time Policy and Procedures Coordinator (internal) and will report to the Chief of Administration.

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*Sue Kaufman will become the permanent Executive Assistant to the Board, replacing Mary Detmar. (Previously approved by the Board at the July meeting.)

*As vacancies occur, the functions of Transportation Services and Highway Operations will be combined.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to approve the proposed reorganization. The motion passed without objection. The basic organization chart is shown as Exhibit 105, which is made a part hereof with like effect.

Director's Report. Director Bower reported that the meeting with Congressman Crapo and Senator Frasure on a proposed Pocatello/Chubbuck interchange has been rescheduled to August 29. Chairman Combo asked that Senator Hansen be advised of actions on this project.

The criminal citation against the contractor crushing rock on SH-55 near McCall (Little Ski Hill) has been withdrawn by the county. The contractor will meet all the requirements of the permit.

A proposed roving port of entry policy has been sent to selected state legislators for review.

Administrative license suspensions total 808 to date; with 103 requests for hearing; 43 hearings held; 27 decisions; 12 sustained and 15 vacated.

The Harcon-Reid claim will probably go to trial (no jury).

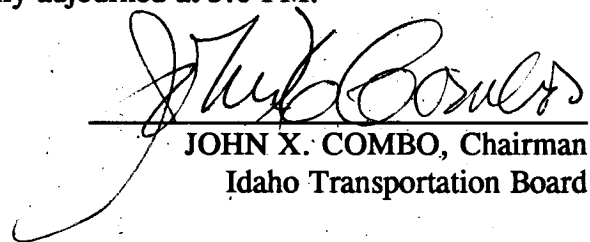
Appointments to Traffic Safety Commission. Chairman Combo made a motion, seconded by Member Mitchell, that when Michael McGrane's term expires in January 1995, that Gary Rose be contacted to fill the medical spot on the Commission. All other recommendations from Highway Safety Manager Marie Bishop were accepted, but the Board asked that a member from central Idaho be considered. The motion carried unanimously.

Drivers License Suspension Study Committee. The Board members offered their recommendations for membership to this committee. They also asked that Highway Safety Manager Bishop look at geographical representation.

Representation in Washington, DC. Director Bower recommended that Idaho enter into an agreement with Montana, North Dakota, South Dakota, and Wyoming for representation on transportation issues in Washington, DC. The Board unanimously approved the contract with Wunder, Diefenderfer, Cannon and Thelen, represented by John DiVierno.

August 19, 1994

The regular monthly Board meeting officially adjourned at 5:0 PM.



JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
September 23, 1994
Boise, Idaho

August 19, 1994

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 21-23, 1994

The Transportation Board and Department staff held a work session at 1:30 PM on September 21 in Boise, Idaho in the Transportation Building. The long-range plan, State Transportation Improvement Program, budget, and Highway Development Program were all discussed. The session recessed at 6:00 PM.

September 22, 1994

The regular session of the Transportation Board meeting convened at 8:00 AM on September 22 at the Transportation Building in Boise. The following principals 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, Executive Assistant to the Board
 Dwight M. Bower, Director
 Keith Green, State Highway Administrator

Work Session Continued. The Board continued its work session on the Highway Development Program. Director Bower informed the Board of the Department's efforts to streamline the railroad safety projects. This decentralization process should help expedite the completion of safety projects. The Board members recognized the hard work, extra time and effort that staff put into updating the Highway Development Program. They thanked staff for a job well done.

FY96 Budget Summary. The Board members reviewed the proposed FY96 budget. They concurred with staff's recommendation to include an FY95 supplemental request in the amount of \$10 million for pavement rehabilitation projects. If approved, the Board would select projects in the current program to advance. Distribution of funds by District will be based on surface condition, deficiency, and lane miles.

1995 Legislative Proposals. ITD is proposing four legislative items for the 1995 session, including:

- amend Sections of Chapter 17, Title 55, Idaho Code, to update the coordinate system used in land surveying;

- amend Section 49-1306, Idaho Code, to direct law enforcement officers to forward a written report on accidents involving a death, an injury, or damage in excess of \$750 to the property of any one person to the ITD Office of Highway Safety;

September 22, 1994

- amend Sections 49-434 and 49-1004, Idaho Code, to enable the Board and other proper authorities in charge of or having jurisdiction over a highway to set fees for our legal permits;

- amend Section 49-1001(1)(2) and (9), Idaho Code, to allow 38,000 pounds gross weight on two axles space at 8+ feet to correspond with federal regulations and to clarify the application of the two weight tables in case the gross vehicle weight unintentionally exceeds the maximum allowed.

Without objection, the Board approved the legislative proposals.

Proposed Legislation Amending Section 40-203B, Idaho Code. Senator Joyce McRoberts is proposing gubernatorial appointment of a seven-member committee to review any ITD decisions to abandon or assume control of a highway whenever the affected local jurisdiction refuses to consent to the proposed action. Under current law, if the local jurisdiction refuses, ITD's decision is "...null, void, and of no force or effect."

The Board expressed concern on the staffing and expense of this committee. No formal position was taken.

McCall Alternate Route. Earlier this year, the Board directed staff to prepare an analysis of other proposed McCall bypass routes. Staff reported on its findings, including a matrix of alignment, costs, right-of-way, and environmental impacts. The conclusion of the report is that Alternate "B", the route previously approved in 1982, is the best route. This alternative has the least environmental impacts, least number of homes impacted, least construction cost, and the least land area needed. Because the location hearing was completed on this route earlier, only a design hearing would need to be held and the environmental document updated.

State Treasurer Lydia Justice Edwards expressed concern that this alternate route is not far enough south. Because of the growth in the area, she believed this proposal would only move the current bottleneck in McCall. Judd DeBoer agreed with Treasurer Edwards. He added that land development is planned for that area and also mentioned that the airport's expansion would conflict with this selected route.

City Councilman Bill Killen expressed the community's support for a bypass. He would like to see a bypass scheduled and if the Department recommends Alternate "B" as the best, workable route, then he supports that decision. Scott Findlay and Rick Fereday concurred with Councilman Killen. Mr. Findlay added that safety is his biggest concern.

Traffic has increased in McCall since the completion of the Horseshoe Bend project on SH-55, according to Representative Gayle Wilde. She, too, believes that if staff recommends Alternate "B" as the most viable route, she will back that decision because of the need for the

September 22, 1994

project. Because of the economic development and increased tourism in the community, Representative Judi Danielson encouraged the Department to keep this project on schedule.

The Board members commended the Director and staff for the conclusive report. They realized a lot of time and effort was put into this analysis.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to accept Alternate "B" as the designated route. The program year of the project is to be considered during the Highway Development Program later in the day. He also asked the community for help in acquiring right-of-way to reduce costs. The motion passed unanimously.

FY95 Highway Development Program. Program Control Manager Dave Amick said FHWA is emphasizing fiscally constrained programs. The various highway programs were discussed.

A large delegation was present to support the proposed Three Island State Park Interpretive Center Enhancement project. Parks and Recreation Director Yvonne Ferrell thanked the Board for the opportunity to promote this project. The community initiated this project and backs it completely. Connie Wills, Glenns Ferry School Principal, encouraged the Board to accept this project because of the educational values. A number of petitions and letters from the community in support of this project were presented to the Board.

Representative Frances Field said she appreciated the Board's time and will work from the legislative side for funding because the whole state will benefit from this proposal. Representative Robbi King extended the City of Glenns Ferry's assistance with the comprehensive plan and also requested ITD's help.

Rich Wills with the Department of Law Enforcement reported on the large number of inattentive driving incidents in the Glenns Ferry area. He promoted the project for safety reasons. If the interpretive center is built, he believes it would provide a change of scenery and more people would take a break from driving, reducing inattentiveness and accidents.

Vice Chairman Smith appreciated the delegation's input and enthusiasm for the proposed interpretive center. He asked staff to study the Enhancement Program and determine if more funds could be used on state highway projects. An analysis of alternatives is to be presented at the November meeting.

The Board unanimously approved the FY95 Highway Development Program. The approved programs are shown in the following Exhibits which are made a part hereof with like effect:

- State Funded, Exhibit 106*
- Interstate Maintenance, Exhibit 107
- National Highway System, Exhibit 108**

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STP State Highway Development, Exhibit 109
 STP Local Rural, Exhibit 110
 STP Local Urban, Exhibit 111
 STP Safety, Exhibit 112
 STP Enhancement, Exhibit 113***
 Congestion Mitigation/Air Quality, Exhibit 114
 Bridge Development, Exhibit 115
 Demonstration, Exhibit 116
 Other Funding (Indian Reservation Roads, Parkways & Park Highways, and Scenic Byways Projects), Exhibit 117

*This program included \$100,000 FY-95 funds, including state forces, to allow Blaine County to proceed with maintenance of the Big Wood River channelization. The Department entered into a multi-agency agreement to provide channel stabilization as part of the Ketchum North to North Fork, SH-75 reconstruction project in 1991. As part of that agreement, ITD is responsible for a minimum five-year monitoring and maintenance program for the channel work.

A gravel blockage has developed in part of the rechanneling above Lake Creek Trailhead. To avoid the probability that the river will create another channel on its own during spring runoff and ruin many recreational improvements that were made to the Trailhead as part of the project, this blockage should be removed this season. The Bureau of Land Management has performed the environmental scoping and developed a restoration plan under the guidance of the cooperating agencies. The BLM, Forest Service and other agencies will provide support services and supervise the work. Blaine County will act as the administrator for the work and distribution of costs.

**The Board approved \$200,000 for right-of-way only for the McCall Alternate Route in this program for FY95. The McCall Alternate Route was approved in the NHS Preliminary Development Program.

The two projects listed above were addressed individually because they were specific agenda items.

***The Board requested an analysis of the proposed Malad Gorge Rest Area and the Three Island State Park Interpretive Center projects for inclusion in the Enhancement Program. The study is to be presented at the November Board meeting, at which time one of these projects may be added to the Enhancement Program.

August 1994 Board Minutes. The minutes of the August 18-19, 1994 Board meeting were approved as corrected by the Board members.

Consent Calendar. The following items on the consent calendar were unanimously approved by the Board:

September 22, 1994

1) Downard Bridge, Project GS-2864(013), official minute. With the completion of the realignment of SH-25 and construction of Downard Bridge, a portion of the old alignment was relinquished to Minidoka Highway District. This action is shown in Exhibit 118 which is made a part hereof with like effect.

2) Board Policy B-28-01, Public Transportation Program. With the approval of concept on B-28-01 at the August Board meeting, this policy was submitted for signature.

3) Professional agreements report. Payments for engineering consultant agreements amounted to \$251,251.68 during August 1994 and general consultant agreements equalled \$42,716.00 for a grand total of \$293,967.68.

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

ST-5110(619), and STM-5110(612), keys 5375 and 5300 - Naples to Paradise Valley and Samuels to Madison Street, US-95, Bonner and Boundary Counties, District 1. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$1,412,460.65.

NH-F-6423(006), key 0385 - Shelley New Sweden to Old Butte Road, US-20, Idaho Falls, Bonneville County, District 6. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$1,973,215.40.

STM-90-1(549)13, key 5871 - Government Way Grade Separation Repair and 9th Street Grade Separation Repair, I-90, Kootenai County, District 1. The low bidder was more than ten percent over the engineer's estimate, requiring justification. Staff believes inadequate consideration was given in the estimate to the short time frame of the contract and the small quantities. This project is required as a result of collision damage incurred to the beams of the bridges on an over-height load. Due to the severe nature of damage and the restricted lane usage on the structure that resulted, staff believes it is in the best of public interest to award the contract.

The Board affirmed the State Highway Administrator's decision to award this bid. Low bidder: N.A. Degerstrom, Inc., Spokane, Washington - \$125,743.00.

RA-5-1 - Cherry Creek and Malad Summit Rest Areas, I-15, Oneida and Bannock Counties, District 5. Low bidder: L & L Inc., Orem, Utah - \$138,224.00.

STPG-7235(100), key 5172 - Int. Northwest Boulevard and Mullan Road, Coeur d'Alene, Kootenai County, District 1. Low bidder: Aztech Electric, Inc., Spokane, Washington - \$285,637.00.

September 22, 1994

STP-RS-4780(014), key 0804 - Weippe to Timberline High School, SH-11, Clearwater County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$2,053,411.52.

STKP-3646 and STKP-3658, keys 4496 and 5235 - Hammett Stockpile and Glenns Ferry Stockpile, Elmore County, District 3. Low bidder: Western Construction, Inc., Boise, Idaho - \$225,800.00.

BLDG-31003, key 5626 - District 3 Sign Shop Addition, Boise, Ada County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The analysis indicated the consultant made an appreciable error in the mechanical portion of the estimate and also failed to allow for the cost of the fire sprinkling system. Because staff believes little savings would be realized by attempting a redesign and rebid of this project, the recommendation was to award the project to the low bidder.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to reject this bid. The Board would like the Department to investigate recovering costs of rebidding this project. The motion passed two to one with Chairman Combo voting no.

CM-7406(100), CM-7376(100), and CM-7316(100), keys 5535, 5537, and 5536 - 17th Street, Yellowstone to Hitt Road; Woodruff Avenue, Sunnyside to north city limits; and Holmes Avenue, Sunnyside to Anderson Avenue; Idaho Falls, Bonneville County, District 6. The low bid was more than ten percent over the engineer's estimate, requiring justification. The bid generally compared well with the engineer's estimate with the exception of the rigid plastic conduit item. The estimated price of this item was \$13.50 while the bid price was \$34.20. This represents the overrun beyond the engineer's estimate. Staff does not believe there is a potential for savings should the project be readvertised.

The Board concurred with staff's recommendation to award this project. Low bidder: Wheeler Electric, Inc., Idaho Falls, Idaho - \$49,500.60.

Funding of Juliaetta Bike Path, STPE-4170(100), Key 5555, SH-3, District 2. The bid on the city of Juliaetta's bike path adjacent to SH-3 exceeded the engineer's estimate by more than ten percent. The city has requested that the Federal-aid funding level be increased to cover the total costs and that the city match remain at the previously-approved \$12,954. Board Policy B-19-10, Local Surface Transportation Program (STP) Funds, prohibits granting the request. Additionally, state funds would be needed to complete the local match.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to amend Board Policy B-19-10, Local Surface Transportation Program (STP) Funds, to state that when justified, the Federal funding level can be increased and state funds can be used to cover overruns under \$30,000 on approved local project estimates on state highway projects, with Board approval. The motion carried.

September 22, 1994

The District staff has reviewed the bid results for this project. The source for the engineer's estimate was the Average Unit Bid Price Report. Some prices were adjusted because no direct price comparisons were available in this report. The major differences were found in the borrow and fencing. Very little potential for savings would be realized if the project were to be readvertised because of the size of the project, the small quantities involved, and the likelihood of only one bidder.

Member Mitchell made a motion to award the bid and fund the project. Chairman Combo seconded the motion and it passed unopposed. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$63,775.00.

WHEREUPON the Board meeting recessed at 5:10 PM.

September 23, 1994

The Transportation Board meeting reconvened at 8:00 AM on Friday, September 23 at the Transportation Building in Boise, Idaho. All members were present.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
October 25-26, 1994 - District 2
November 21-22, 1994 - Boise
December 12-13, 1994 - Boise

Aeronautics State and Federal Aid Grant Programs. The Aeronautic's Advisory Board previously approved the state grants 3-year program and general aviation 3-year federal aid grant program.

Vice Chairman Smith made a motion to approve the FY96 - 98 Aeronautics' state and federal aid grant programs, as shown in Exhibits 119 and 120, respectively. Member Mitchell seconded the motion and it passed unanimously.

Vice Chairman Smith requested a monthly graph outlining the ridership of the state aircraft pool. Aeronautics Administrator Bill Cooper said ridership has increased and he will provide the monthly passenger report.

New Technological Developments in the Division of Public Transportation's State Transportation Improvement Program (STIP). The Division of Public Transportation is interested in new "cutting edge" transit technologies. The city of Boise has expressed great interest in looking at new light rail transit technology concepts and possible new technological transit options to help meet Treasure Valley transportation demands. Public Transportation is providing technical and coordinative assistance and is exploring potential federal funding resources.

September 23, 1994

Although consideration of new transit technologies is only at the initial stage, some preliminary planning costs will jointly be incurred by Boise and Public Transportation, with other in-kind assistance from Ada Planning Association and Department of Energy/Idaho National Engineering Laboratories (DOE/INEL). A financial outlay of under \$50,000 with existing city and state funds already set aside for this initial proposal will enable all parties to determine what further action should be taken and provide justification and impetus to pursue Federal Transit Authority (FTA) and DOE discretionary planning funds.

Public Transportation is including in the STIP a category for "New Technologies Development" in the sum of \$500,000 (with match) for all potential phases of a light rail and transportation needs study, including possible preliminary engineering if warranted. Public Transportation expects that most funding will be provided from application by ITD and/or the city of Boise for research, development and demonstration project discretionary grant funding through an ITD/DOE partnership to analyze the feasibility of a new technology light rail demonstration project in the Treasure Valley. Match funding will come from local government resources and public sector contributions. Should adequate funding from federal discretionary sources fail to materialize, this feasibility/transportation needs study will not be conducted.

Chairman Combo commended the Transportation Department and Division of Public Transportation as the catalyst bringing the entities together for such a study. Vice Chairman Smith made a motion, seconded by Member Mitchell, to approve the STIP line item sum of \$500,000 and endorse the concept of a broad exploration of alternative methods to reduce vehicle miles travelled in the Boise metropolitan region transportation corridor. Should adequate funding from non-ITD sources fail to materialize, the project will not be performed. The motion passed unopposed.

Board Policy B-28-02, Public Transportation Advisory Council (PTAC) and Regional Public Transportation Advisory Committees (RPTAC). This policy was revised to include a paragraph on conflict of interest for the members. Also, the PTAC members would no longer be chairpersons of their respective RPTACs, but rather ex officio members. Additionally, the PTAC will be charged with a "statewide view" for public transportation and must be committed to a process that allows for the highest value public investments that could directly impact their respective regions.

Without objection, the Board approved Board Policy B-28-02, Public Transportation Advisory Council (PTAC) and Regional Public Transportation Advisory Committees (RPTAC), with revisions.

Appointment of RPTAC Members. Public Transportation recently solicited nominations statewide to fill the vacancies on the RPTACs in Districts 3 and 6 created by the separation of the PTAC members. Without objection, the Board approved Erv Olen and Robert Scott as the RPTAC members for Districts 3 and 6, respectively, as recommended by their Districts.

September 23, 1994

Authority to Condemn. The Board signed the order of condemnation on the following parcel as recommended by the Chief of Highway Operations:

Project No.	Parcel No.	Key No.	Route No.	District
IM-IR-184-1(8)	33	2520	I-84	3

Authorization to Acquire Property Valued over \$150,000. The Board concurred with staff's recommendation to acquire the following properties in excess of \$150,000.

Project No.	Parcel No.	Key No.	Route No.	District
STP-F-3271(033)	7	2027	SH-44/55	3
STP-F-3271(033)	10	2027	SH-44/55	3
STP-F-3271(033)	33	2027	SH-44/55	3

FY94 Out-of-State Travel Report. The Board reviewed the summary of out-of-state travel completed by Department staff in FY94. The report showed the budgeted trips and dollar amount versus the actual trips taken and expenditures. State Highway Administrator Keith Green reported that the Highway Operations Bureau did not include project inspection trips or reimbursable trips in FY94 or FY95. They are in the list for FY96. He added that this is a new report generated by the Department and still needs refining.

Federal Funding for Ammon/Lincoln Road Project, STP-M-7436(001), Key 2064, District 6. As requested at last month's meeting, staff compiled a history of financial obligations for the subject project. This project was caught in between the 1987 Highway Act, which provided 95% federal funds, and the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), which provides 92.66% federal funds. After further research, staff believes the city has been credited with the maximum federal funding available.

The Board members directed the Legal Section to work with the Federal Highway Administration on interpretation of the law. They also asked the Director to work with the city of Ammon to resolve the funding issue on the Ammon/Lincoln Road project.

Bicycle Lanes, Orofino North City Limits to Ahsahka, SH-7, STP-RS-4750(100), Key 4785, District 2. The city of Orofino and Clearwater County have proposed expanding the width and length of this project to better accommodate bicycles. As part of their proposal, they are offering to assume responsibility for SH-7 from Orofino to Ahsahka as a local road upon completion of the project.

The Department would benefit from this action because this section of SH-7 has a current route rating of 42, which is below the desired minimum number of qualifying points, and, the ongoing maintenance costs would be transferred to the local jurisdiction at an average annual savings of \$30,000. However, the drawbacks include the initial cost of \$2,400,000,

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and the local jurisdiction's reluctance to assume full responsibility for the bridges at Orofino and Ahsahka.

The Board members' concerns include the cost of the extension of the project and that the two bridges would be left on the state system. They instructed the District 2 Engineer to continue negotiating with the entities.

Enhancement Program. Staff provided a summary of the Enhancement Program and the Advisory Committee which was established to review and recommend projects for inclusion in the Transportation Improvement Program. An evaluation of the committee structure was also prepared.

The alternatives for the committee included eliminating the current committee and replacing it with an ITD task force; reducing the size of the existing committee; and decentralizing the program and having the districts administer the Enhancement Program - the same as other Federal-aid programs.

Chairman Combo asked staff to explore alternatives for Enhancement funds. Options should include submitting more state projects for Enhancement funds or setting aside a certain percentage of funds for state projects. He added that the options for Enhancement Advisory Committee should be included in this analysis, too. The Board took no action on the structure of the current Enhancement Advisory Committee.

Director's Report. Director Bower reported that the projects submitted to FHWA for innovative financing were approved and incorporated into the Highway Development Program. These projects included SH-75 Scenic Byways and Enhancement Projects, matching funds and the I-84 mile post 109 to East Hammett IC, (Interstate Maintenance Project), phased funding.

Transition Document for New Governor. The Board members reviewed the draft transition document prepared for the new governor. Minor revisions were suggested. They praised Public Affairs Officer Jeff Stratten and staff for the hard work and insight put into this document. Chairman Combo believes the manuscript will be a valuable resource tool.

State Transportation Improvement Program (STIP). Transportation Planning Administrator (TPA) Ray Mickelson outlined the discrepancies in the Metropolitan Planning Organizations' (MPOs) Transportation Improvement Programs that need to be mediated. The changes include: delaying Wye IC Stage I and Wye IC Stage II to FY96 and FY98, respectively in the Interstate Maintenance Development Program, delaying Willow Lane Phase II to FY96 in the CMAQ Program, advancing the vacuum sweeper truck to FY95 in CMAQ, and delaying the Cole Off-Ramp to FY96 in the NHS Program, all in Boise; and advancing the West 19th Street project to FY95 in the STP - Safety Program, and delaying Cinder Butte to Old Butte Road to FY95 in the Enhancement Program, both in Idaho Falls. TPA Mickelson said he would follow up

September 23, 1994

on those revisions with the MPOs. He added that the write up on the bicycle/pedestrian mode needs to be included.

Member Mitchell made a motion, seconded by Vice Chairman Smith, to approve the FY95 State Transportation Improvement Program. The motion passed unopposed.

Clair Bowman, Ada Planning Association Executive Director, thanked the Department's staff for the cooperative effort on the MPO's TIP. It was a big undertaking and he appreciated the hard work that went into it, and the good working relationship the two entities share.

Weight Distance Tax Agreement. The 1994 Idaho Legislature passed new legislation authorizing the Department to enter into multi-jurisdictional weight distance tax agreements with other states. These base-state agreements will allow participating states to collect and report weight distance taxes for each other, and benefit motor carriers based in Idaho and other participating states by only requiring them to report and pay weight distance taxes to their base state. ITD has worked together with Arizona, New Mexico, and Oregon, to develop this multi-jurisdictional weight distance tax agreement.

Without objection, the Board approved entering into a base-state agreement with Arizona, New Mexico and Oregon in accordance with Sections 49-201(2) and 49-201A, Idaho Code.

WASHTO Resolutions. At the June 7, 1994 meeting with Transportation Board members and Commissioners from other states, it was agreed to draft resolutions addressing transportation concerns of the participating states. Resolutions were created to address funding to ISTEA authorization levels, authorization of the NHS, apportionment formulas, unfunded mandates and increased regulatory burden, and modification of the NHS.

Vice Chairman Smith made a motion to approve these policy positions and join the states of Alaska, Colorado, Montana, Nebraska, New Mexico, North Dakota, and Wyoming in support of the resolutions. Chairman Combo seconded the motion and it passed unanimously.

IDAPA 39.03.05, Rule Governing Variable Load Suspension Axles. This proposed rule was deferred.

Employee Survey. The Board directed Chief of Administration Dick Transtrum to coordinate the next employee survey with Vice Chairman Smith and Gwen Smith. The survey is anticipated to be circulated for completion early next year.

Summary of Pending Legal Cases. The Board members reviewed the report on legal matters. They asked for a breakdown of Administrative License Suspension information by District.

September 23, 1994

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 4:35 PM the Board met in executive session to discuss personnel issues.

The Board came out of executive session at 4:55 PM. No decisions were made.

The regular monthly Board meeting officially adjourned at 4:05 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
October 26, 1994
Lewiston, Idaho

September 23, 1994

REGULAR MEETING AND DISTRICT TWO TOUR OF THE IDAHO TRANSPORTATION BOARD

October 25-26, 1994

Member Mitchell, State Highway Administrator Green, District Engineer Carpenter, and Assistant District Engineer Van Over departed Lewiston on US-12 east at 6:00 a.m., pacific standard time on Tuesday, October 25. Board Chairman Combo, Vice Chairman Smith, Executive Assistant to the Board Higgins, Director Bower, and Federal Highway Administrator Coe, departed Missoula, Montana at 9:00 a.m. mountain standard time on US-12 west. Martin Van Mil and John Marron, Montana Department of Transportation, provided transportation.

The two groups met at the Lolo Visitor Center at 9:45 a.m. pacific time. The Idaho delegation traveled US-12 west and stopped at the Powell maintenance shed. The delegation continued west on US-12. The Board members and staff observed the new bridge in Kooskia, and viewed the proposed Kamiah and Orofino bridge locations.

The group stopped in Orofino to meet with Clearwater National Forest Supervisor Jim Caswell and Engineer Bob Littlejohn. Topics of discussion included a joint gateway visitor center at Lolo Pass with Montana DOT, ITD, and the Lolo and Clearwater National Forests; weed control; lease agreements for maintenance stations; a cooperative ITD-Forest Service basic rest area along US-12; and pursuing national scenic byway designation. Mr. Littlejohn thanked the Department for the turnouts placed along US-12 and asked staff to consider additional turnouts in the next project, US-12, Tumble Creek to Bald Mountain. The District and Forest Service have a good working relationship according to ADE Van Over. The Board and staff expressed appreciation to Messrs. Caswell and Littlejohn for the partnership on transportation issues.

The group arrived in Lewiston around 4:30 p.m. and recessed for the day.

October 26, 1994

The regular session of the Idaho Transportation Board meeting convened at 8:15 AM, Wednesday, October 26, 1994 at the District Two Conference Room, Lewiston, Idaho. The following principals were present:

John X. Combo, Chairman - Region 1
Leon E. Smith, Jr., Vice Chairman - Region 2
Mike P. Mitchell, Member - Region 3
Sue S. Higgins, Executive Assistant to the Board

October 26, 1994

Dwight M. Bower, Director
 Keith Green, State Highway Administrator
 Jim Carpenter, District Two Engineer
 Jack Coe, Federal Highway Administrator

September 1994 Board Minutes. The minutes of the September 21-23, 1994 Board meeting were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
 November 8, 1994 - Boise (special work session on planning)
 November 21-22, 1994 - Boise
 December 12-13, 1994 - Boise
 January 19-20, 1995 - Boise (tentative)

Consent Calendar. The following items on the consent calendar were unanimously approved by the Board:

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

ST-4110(623) and STM-4110(622), keys 5460 and 5459 - Grangeville to Concrete Section and Cottonwood Concrete Slab Replacement, US-95, Idaho County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$674,652.02.

NH-STP-F-3190(100), key 4781 - Glenwood Bridge, Boise, Ada County, District 3. Low bidder: Concrete Placing, Inc., Boise, Idaho - \$2,954,791.49.

ST-2864(602), key 5636 - Jct. SH-25 and SH-27, Paul, Minidoka County, District 4. Low bidder: Kloefer Inc., Paul, Idaho - \$177,853.63.

ST-1721(606), key 5856 - American Falls Bridge, eastbound lane, Power County, District 5. Low bidder: Jay Jackson and Associates, Homedale, Idaho - \$157,448.00.

2) Winter Maintenance Standards Map. Board Policy B-05-06, Winter Maintenance Standards on State Highways, requires annual presentation on the proposed levels of winter maintenance on all state routes for the coming winter. Staff proposed two modifications to the 1994-1995 map, including changing level of service from red to yellow on SH-8, MP 1.917 to MP 14.572; and changing SH-48, MP 0.0 to 24.0 from green to red.

3) Appointments to Local Highway Needs Assessment Council. Ralph Little, Canyon Highway District and Pat Long, Idaho County were reappointed; and Mayor Nile Boyle, Rexburg, was appointed to serve on LHNAC until the Council expires on June 30, 1995.

October 26, 1994

4) Quarterly report for FY-program obligations. A total of \$111.1 million was obligated during fiscal year 1994. This represented all federal aid available, plus \$2.5 million in redistribution money Idaho received.

5) Certification of Revenue and Disbursements. The Board approved and signed the certification of revenue and disbursements for FY94, shown in Exhibit 121, which is made a part hereof with like effect.

6) Professional agreements report. Payments for engineering consultant agreements amounted to \$396,178.03 during September, and general consultant agreements equalled \$88,488.00 for a grand total of \$484,666.03.

FY95 Contract Research Program. The proposed FY95 Contract Research Program with the University of Idaho, Civil Engineering Department; National Center for Advanced Transportation Technology; and one consultant was presented. The ITD Research Advisory Committee recommended the program, which included five individual research projects and supplements to two projects currently underway. Of the total program cost estimated at \$298,000, \$228,000 would come from Department State Planning and Research funds. The University would fund approximately \$68,000 as local match, and an estimated \$10,000 to \$12,000 in State funds would be needed to complete the local match.

The package includes application of machine vision technology; upgrade of ITD prestressed bridge girder design program; development of a mechanistic based pavement rehabilitation design system; subgrade moisture monitoring; corrosion of weathering steel bridges; a supplement to research and training - highway design and visualization; and a supplement to development of machine vision technology, training and software applications.

This program is part of the overall SPR - STP FY95 Work Plan which will be presented at the November meeting. Without objection, the Board approved the FY95 contract research program for the above-mentioned projects.

Authority to Condemn. The Board signed the order of condemnation on the following parcel as recommended by the State Highway Administrator:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>	<u>District</u>
STP-F-3271(033)	9	2027	SH-44/55	3

Revision to Board Policy B-19-10, Local Surface Transportation Program (STP) Funds. As approved at the September Board meeting, Board Policy B-19-10 was revised to state that when justified, and with Board approval, up to \$30,000 could be used to make up the difference on local project overruns.

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Without objection, the Board approved the revisions to Board Policy B-19-10, Local Surface Transportation Program (STP) Funds.

Delegation - City of Lewiston. Lewiston Public Works Supervisor Bud Van Stone welcomed the Board members to Lewiston and thanked them for the opportunity to meet. He gave a status of the Bryden Canyon project, which should be ready for construction in 1997. The city is reconsidering its East Main project, a three-lane roadway with two bike paths. Public support has been given for a four-lane roadway with remote bike lanes. The additional cost for the four-lane project would be the city's responsibility.

Mr. Van Stone reported on the 21st Street signal interconnect project, the 17th/18th Street project, and a proposed project at 31st Street North and US-12 that would improve safety. The Board viewed this frontage road yesterday and saw the need for improved access to US-12 from the frontage road because of the private road at this location.

Mr. Van Stone expressed his appreciation to the Department for returning local road projects to the District and thanked the District staff for their cooperation and good working relationship. Senator Sweeney was present.

Member Mitchell informed the group that the bids for the Clearwater Memorial Bridge should be advertised November 7, 1994 and opened on November 29. DE Carpenter added that work on the deck overlay should start next spring.

Delegation - Prairie Highway District. Highway District Chairman Roy Snyder asked the Board for help to maintain approximately 11 miles of former SH-7. This section, the only paved mileage under the Highway District's jurisdiction, is breaking up. Commissioner Bob Branson added that the road has a good, sound base, which they don't want to lose. The Highway District has saved approximately \$100,000 to maintain this road.

Chairman Combo told the delegation that state funds cannot be used for off-system roads. The sense of the Board was to have the District staff work with the Highway District by providing expertise and recommending feasible options.

Delegation - City of Moscow. City Councilman Larry Hodge expressed the city's disappointment and frustration when the Board delayed the South Moscow Couplet project to Preliminary Development at the September meeting. Senator Gary Schroeder said the project is a high priority, especially because of the growth the city is experiencing. He complimented the Department on its long-term vision of a Moscow bypass, but urged the Board to proceed with the couplet which would alleviate the short-term traffic problem. He encouraged the Board and staff to work with the mayor, council, and himself to get the couplet project scheduled and completed as soon as possible.

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The urgency and intensity for the couplet is mounting because of the traffic gridlock at the hospital, according to Bob Colvin. Emergency vehicles are having a difficult time getting through, creating a big safety concern. Also, the medical community is growing, requiring traffic congestion solutions.

Bill Smith, City Supervisor, said the city recognizes the need for a bypass and has approached the District before with plans for one on the west side of town. However, the couplet would eliminate accidents, and although it's not a long-term solution, it should have been completed a number of years ago.

Member Mitchell reminded the delegation that the project is not lost. The Board members realize the need for the couplet, which is a do-able project in Preliminary Development. When the Board members prioritized projects in September, they had to take into consideration all of the lane miles with deficient pavement throughout the state. Vice Chairman Smith said the rehabilitation of the current highway system is a critical problem statewide. He added his appreciation to the city for its collective presentation and the unity of the community behind its transportation projects.

Chairman Combo reiterated that the project is not dead. He suggested the city down-size the current project. Director Bower recommended staging the project as another option. The Board directed District staff to continue working with the city on the couplet project and to keep the Board informed of the activity.

Mayor Paul Agidius thanked the Board for the discussion and said they will consider options, including down-sizing the project.

Delegation - Local Highway Technical Assistance Council (LHTAC). LHTAC Administrator Joe Haynes provided a brief background of his experience and handed out bylaws of LHTAC, which was created by the 1994 legislature. The Council's priorities include researching the local public agencies' use of federal-aid funds; researching the history of the distribution formula; making a proposal to take over the Technology Transfer Center from ITD; publishing a right-of-way use manual; and developing a newsletter.

The Council wants to work cooperatively with the Department on transportation issues and keep abreast of proposed legislation that may affect local agencies.

Signal Projects in Moscow. The city of Moscow has requested that the Department enter into a cooperative agreement with them to fund three signal locations within the city limits of Moscow on US-95. These locations are at Sweet Avenue, Styner Avenue, and D Street. The city has proposed sharing costs for the signals at Sweet and Styner Avenue in accordance with Administrative Policy A-12-16, Traffic Control Devices and Highway Lighting. This policy calls for the splitting of costs based on the number of legs of the intersection.

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At D Street, the city is asking for a 25/75 split, with the city paying 25% despite having two of the four legs. This is because a signal at D Street existed before the couplet and the Department removed it by cooperative agreement in 1981. The provisions of that agreement were that the city would assume its share of the cost of reinstalling it when it was warranted, although the provisions of A-12-16 were not specifically referenced in the agreement.

According to District records, a signal at Styner does not meet any warrants at this time. The District will conduct a further review of accident data to determine if the intersection meets an accident warrant as the city contends.

Member Mitchell made a motion to place the Sweet Avenue and D Street intersections in FY96 of the State-funded Highway Development Program, with funding split between the city in accordance with Administrative Policy A-12-16. The state's share would be \$175,000. Chairman Combo seconded the motion and it carried.

Additional Bids. The Board approved the following bids:

BRS-3878(002), key 1691 - Midvale Bridge, Washington County, District 3. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$1,110,411.54.

CM-4200(103), key 5531 - Twin Falls Interconnect, various locations, Twin Falls County, District 4. The low bid was more than ten percent over the engineer's estimate, requiring justification. The overage occurred primarily in three bid items for traffic controller related hardware and one bid item for the proprietary Traffic Management System. The mobilization item was also a significant cause of the low bid overrun. A study of the bid prices and talking with Boise Traffic and the city of Twin Falls did not provide any justification to proceed with the award of the contract. The District recommended rejecting the bid and readvertising after the new year. The city of Twin Falls agreed to the recommended project rejection.

By a vote of 2-0 the board concurred with staff's recommendation to reject this bid. Vice Chairman Smith abstained from the vote.

STPG-STP-HES-7231(100), key 4626 - Fourth and Fifth at Benton, Clark, and Center; Pocatello, Bannock County, District 5. Low bidder: Alliance Electric, Inc., Pocatello, Idaho - \$718,926.00.

Bicycle and Pedestrian Transportation Plan. Planning rules under ISTEA require the state to develop and adopt a state Bicycle and Pedestrian Plan by January, 1995. Upon approval, this draft plan will be distributed for review and comment by the public, according to Bicycle and Pedestrian Planner John Barnes. Following a rewrite in early January, the Board will be asked to review and approve the final plan, along with the long-range Idaho Transportation Plan. The Board reviewed the draft plan developed in conjunction with the overall long-range transportation plan and suggested revisions.

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Chairman Combo commended staff for compiling the comprehensive document. Lewiston citizen Sandie Lowther commented that bicycle regulations are included in the driver's license manual, but no bicycle questions are asked on the written test. She thinks it would be helpful to include some bicycle questions and added that education to both motor vehicle drivers and bicyclists is important.

David Peckham with Transportation Options shared a list for improving conditions for bicyclists with the Board and staff. Fritz Knorr with Bike-Ped Idaho emphasized the need for safety education. He encouraged the Transportation Board and Department to interact with the Board of Education to emphasize bicycle/pedestrian safety.

Without objection, the Board approved the draft Bicycle and Pedestrian Plan and authorized staff to initiate the public review process.

Draft Long-Range Transportation Plan. Transportation Planning Administrator (TPA) Ray Mickelson distributed the draft plan to the Board members. This document is the reason for the November 8 work session.

Director's Report. Director Bower expressed his appreciation to State Highway Administrator Green for the help he's provided this past year. He also wished SHA Green well in his upcoming retirement. Chairman Combo echoed those thoughts.

To date, over 140 applications have been received for the Deputy Director position with the announcement closing on October 31. A screening committee will review the applications.

Director Bower added that the National Highway System designation has not been passed by Congress yet.

Diversion of Highway Funding. The Board members and Department staff received a letter from the Nebraska State Highway Commission asking to review a paper on diversion of highway funding, and to discuss this issue at the AASHTO meeting in Albuquerque, New Mexico in November. TPA Mickelson will analyze the paper and provide comments to Chairman Combo before the AASHTO meeting.

Transportation Board Secretary's Title. Director Bower proposed changing the current Executive Assistant to the Board title to Secretary to the Board. The Board unanimously approved this change.

Demonstration Funding for Goff Bridge. Director Bower announced that the Department will receive \$7.3 million in federal funds to replace the Goff Bridge on US-95 at Riggins. The Board commended the Director and staff for acquiring the discretionary bridge funds and thanked Federal Highway Administrator Coe for his endorsement of this project.

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The Board members thanked District Two Engineer Carpenter and staff for the tour yesterday. They added that the tour went very well.

The regular monthly Board meeting officially adjourned at 3:30 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
November 21, 1994
Boise, Idaho

October 26, 1994

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 21-22, 1994

The regular session of the Transportation Board meeting convened at 8:15 AM on Monday, November 21, in Boise, Idaho at the Transportation Department. The following principals were present:

John X. Combo, Chairman - Region 1
 Leon E. Smith, Jr., Vice Chairman - Region 2
 Mike P. Mitchell, Member - Region 3
 Sue S. Higgins, Administrative Secretary to the Board
 Dwight M. Bower, Director
 Jim Ross, Chief Engineer
 Jack Coe, Federal Highway Administrator

The Board members congratulated Jim Ross on his new position as the Department's Chief Engineer and welcomed him to the meeting.

October 1994 Board Minutes. The minutes of the October 25-26, 1994 Board meeting were approved as corrected by the Board members.

Consent Calendar. The following items on the consent calendar were unanimously approved by the Board:

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

UST-61100, key 4921 - Gibbonsville, Lemhi County, District 6. Low bidder: Crandall Service Company, Inc., Twin Falls, Idaho - \$52,667.00.

UST-32200, UST-31200, and UST-31800, keys 4934, 4926, and 4925 - Caldwell Maintenance Yard, Cascade Maintenance Yard, and Banks Maintenance Yard; Canyon, Valley, and Boise Counties, District 3. The low bidder was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the low bidders of the last two underground storage tank contracts in the district. Up to this point we have been receiving lower bids than the rest of the state, however, the nearer we get to the federally mandated December 1998 date, the busier the contractors are getting and the prices are getting higher along with their work loads. The Department's goal is to complete the storage tank and clean up projects by mid 1997 and avoid the last minute construction rush and higher prices for tank cleanups. ITD is competing for contractors with private enterprise

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facing the same deadlines. The District does not believe there is an advantage to readvertising this contract.

The Board concurred with the State Highway Administrator's recommendation to reject this bid.

STPG-RRP-0100(100), key 4639 - Meridian Street, Meridian, Ada County, District 3. Low bidder: Universal Construction, Inc., Emmett, Idaho - \$174,729.80.

STM-84-1(518)27, key 5802 - Caldwell and Glens Ferry Drains, I-84, Elmore and Canyon Counties, District 3. Low bidder: Allied Construction, Inc., Boise, Idaho - \$119,280.00.

ST-2390(630), key 5381- Big Wood River to Trail Creek, SH-75, Ketchum, Blaine County, District 4. The low bid was more than ten percent over the engineer's estimate, requiring justification. The estimate was based on other projects in the area and the Average Unit Price Report. The major differences were in SP-08 construction surveying and 303-A 3/4" aggregate for base. The small quantity of aggregate base and the confined areas of placement justify increasing the unit price for item 303-A. Review of the work for construction surveying shows additional consideration is needed for the intermittent nature of the surveying work that is needed to accommodate the staging of the construction work. An increase in the estimated cost for survey work is justified. The district does not believe rebidding the project would bring any significant change in the contract bid.

The Board concurred with staff's recommendation to award this bid. Low bidder: Lakeside Industries AJV, DBA Valley Paving, Bellevue, Idaho - \$561,503.65.

STP-RS-2709(006), key 3586 - Clear Lake Grade, Stage 2, Gooding County, District 4. Low bidder: Steelman-Duff, Inc., Clarkston, Washington- \$6,107,301.77.

STP-RS-6755(006), key 1255 - Montevue Road, Jefferson County, District 6. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$1,271,290.90.

STP-HES-7121(004), key 4428 - Pocatello Creek, Alameda, Jefferson, Hiline Road; Pocatello, Bannock County, District 5. The low bid was more than ten percent over the estimate, requiring justification. The major differences were in signal, illumination, and mobilization. District staff believes the high bids were due to another signal and intersection project in the area. The Traffic Section reported that statewide signal prices have recently inflated considerably and over saturation of the market needs to be avoided.

The Board concurred with staff's recommendation to reject this bids and readvertise the project next spring with better time allowance and possibly in combination with other projects.

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RA-5-2, key R502 - Inkom Rest Areas, I-15, Bannock County, District 5. The low bid was more than ten percent over the engineer's estimate, requiring justification. District staff believes the engineer's estimate was unrealistic and did not represent the work to be performed. The responsibility for the development of the engineer's estimate for these service contracts has been assumed by the district, which will hopefully eliminate further differences of this magnitude. Little or no savings would be realized if the project was readvertised.

The Board affirmed the State Highway Administrator's decision to award this bid.
Low bidder: Varsity Contractors, Inc., Pocatello, Idaho - \$75,000.00.

BROS-2200(006), key 2559 - Fall River Bridge, southeast of Ashton, Fremont County, District 6. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate is based on the Average Unit Price Report for District 6 and past bidding history of projects of similar nature for standard items. The bids generally compare well with the engineer's estimate with the exception of the bridge removal, excavation, prestress stringer, dewater foundation, and mobilization items. The excavation item was poorly estimated as the engineer's estimate does not take into account that the roadway slopes at better than 4% for a large portion of the project and must be sub-excavated to 1 foot below finished grade or bedrock. It should have been anticipated that rock would be encountered during this work, and the bid price adjusted upwards accordingly. It is doubtful that there will be potential for savings should the contract be readvertised. The Fremont County clerk has been contacted and has stated that they are aware of the cost differences associated with the contract prices and that they are still interested in awarding the contract.

The Board affirmed the State Highway Administrator's decision to award this bid.
Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$542,418.52.

STM-84-3(520)209, key 5872 - 500 West Road Grade Separation, I-84, Minidoka County, District 4. The low bid was more than ten percent over the engineer's estimate, requiring justification. Review of the bid items showed the special provision items SP-2 remove shoo-fly, SPB-1 bridge repair, 205-E borrow, and 405-A-6 plant mix pavement for shoo-fly construction accounted for the majority of the increases. The higher bid prices may be attributed to 1) a shortage of historical information for the SP items, 2) unanticipated increases for the roadway items due to small quantities; and 3) constraints due to the lateness of the construction season.

The District believes that the contract proposal can be rewritten to provide an alternate to construction of a shoo-fly for maintaining traffic. Delay in repair of the structure will not create undue hardship, therefore, the staff recommended rejecting the bids and readvertising the project within 60 days with construction scheduled for next spring.

The Board concurred with staff's recommendation to reject the bids.

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2) Sign shop addition and remodel rebid costs, Building #31003, key 5428, District 3. The low bid on this project was rejected by the Board at the September meeting. The consultant estimated the project low due primarily to an estimating error by the mechanical consultant and the failure to include the cost of the fire sprinkler system in the estimate.

The Board requested that the consultants pay for the cost of rebidding the project, which has been itemized at \$1,941.54. The consultants indicated by letter that they would pay for the rebidding of the project and provide the necessary services for redesign. The project is scheduled to be rebid in late January of 1995.

3) Third quarter delinquent check report. During the third quarter, \$11,834,200.75 was received in checks. Of that total, \$4,553.85 or .04% was returned for collection.

Since 1992, .19% of the checks received were returned as uncollected, and only .0078% of the outstanding delinquent checks were written off as uncollectible. Business Services is beginning to see a decrease in the amount of delinquent checks received.

4) Official minute - realignment of US-95 at Rock Creek, District 1. The realignment of US-95 at Rock Creek north of Bonners Ferry has been completed, and the route opened to traffic on October 5, 1994. The Board signed the official minute relinquishing a portion of the old alignment to Boundary County, as shown in Exhibit 122 which is made a part hereof with like effect.

5) Professional agreements report. Payments for engineering consultant agreements amounted to \$145,796.22 during October 1994 and general consultant agreements equalled \$19,422.00 for a grand total of \$165,218.22.

Director's Report. The annual management review of the Office of Civil Rights was held October 28. Willie Harris, Director of FHWA Region 10, complimented the Department on exceeding its annual disadvantaged business enterprise federal-aid contracting goal, the Native American Outreach Program, the Consolidated Compliance Reviews, the new Affirmative Action policy, the supportive position ITD has taken to meet its affirmative action commitment, and the supportive services staff members on implementation of a successful in-house supportive services program.

Jack Coe, FHWA Division Administrator, added that the civil rights staff has been very responsive and his office appreciates the good working relationship. The Board members congratulated the Department for the excellent review on the civil rights program.

Public Affairs Supervisor Barbara Babic showed the Board members a video on crack and seat. The District 1 Coeur d'Alene residency employees video taped the Wallace to Mullan project on I-90, and with the help of the Department's Training Section, Ms. Babic

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compiled the final video. This project has been nominated for the National Asphalt Paving Association award.

Director Bower reported on his recent American Association of State Highway Transportation Officials (AASHTO) meeting in Albuquerque, New Mexico. He participated on innovative contracting and national quality initiative panels, plus attended various meetings including WASHTO Region IV, Transportation Research Board, and the five-state coalition. At the President's Modal Awards dinner, Office of Highway Safety Manager Marie Bishop received AASHTO's safety award. Chairman Combo also attended AASHTO and thought it was a good, informative meeting. He added that the Department should consider transportation issues that should be brought to the attention of the congressional delegation.

The FY95 federal-aid apportionments and obligation limitations were reviewed. Idaho received an additional net \$6.2 million in obligation authority. This was due to an increase in 1995 hold harmless funds and an increase in the obligational limitation. Jerry Dick, Chief of Transportation Services, added that the FY95 Safety program was over budgeted and that the FY95 and FY96 apportionments in Interstate Maintenance and National Highway System must be fully utilized to be eligible for discretionary funds for the Wye Interchange. Director Bower pointed out that the cash balance is lower now than it has been in recent years and he wants to continue that trend.

Term Agreements. At the March 1994 Board meeting, the limit of work task agreements under the term agreement format was raised from \$100,000 to \$250,000. Since then, 13 new work task agreements were issued, three over \$100,000. Also, one existing agreement was raised over \$100,000 by a supplemental agreement.

Staff believes setting the limit at \$250,000 has created an efficient method to obtain consultant services when the amount is over \$100,000. In the past, it would have taken an additional four to five months by first obtaining Board approval, then soliciting the statements of interest, and selecting a short list of three firms for technical proposals and interviews. It is anticipated that work task agreements over \$100,000 and up to the \$250,000 limit will be utilized on a regular basis. The Board members also reviewed a copy of the FY94 Consultant Utilization Report and expressed appreciation for the informative summary.

Establishment of Idaho Scenic Byways Program and Advisory Committee. Idaho has had scenic routes since 1977, however, no officially recognized Scenic Byways Program has ever been established. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established a National Scenic Byways Program. This program makes grants available to any state which has a scenic highway program for carrying out eligible projects on highways which the state has designated as scenic byways.

Staff proposed adopting the Idaho Scenic Byways and Back Country Byways Program and establishing a scenic Byways Advisory Committee. This committee would be comprised of

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various state, federal, local, and private representatives and would consider and make recommendations to the Board concerning scenic byway related items.

Member Mitchell made a motion, seconded by Chairman Combo, to approve the Idaho Scenic Byways and Back Country Byways Program and establish the Scenic Byways Advisory Committee. The motion passed 2-1 with Vice Chairman Smith dissenting.

Introduction of Human Resource Development Manager. Dick Transtrum, Chief of Administration, introduced Jerri Mizrahi to the Board. Ms. Mizrahi is the Department's recently-appointed Human Resource Development Manager. COA Transtrum said the Human Resource Development Section's functions are being realigned, and Ms. Mizrahi has the expertise to accomplish that. Her background includes mediation, quality improvement, and team building. Some areas Ms. Mizrahi wants to improve include teamwork, communication, goal planning, and dealing with change. She added that the current technical and safety training programs, which are growing, will continue.

The Board members welcomed Ms. Mizrahi to the Department.

Appointment of Regional Public Transportation Advisory Committee (RPTAC) Members, Districts I, IV, V, and VI. The Division of Public Transportation recently solicited nominations statewide to fill the vacancies on the RPTACs created by the separation of the Public Transportation Advisory Council members. The Board reviewed the list of nominees and the recommendations of the respective RPTACs.

Without objection, the Board approved the following nominations to the RPTACs, District I - Charles Zook; District IV - Richard Fenton, Jr.; District V - Walter Ross; and District VI - Sonna Lynn Lewis.

Approval to Program Section 18 Additional Funding. Public Transportation has received notification that Section 18 Rural Public Transportation funds increased \$115,681 over the original planned amount. Funding recommendations include: an increase of intercity bus transportation to the required 15 percent of the FY95 apportionment (\$49,084); an increase of base (formula) funds to 70 percent of the FY95 apportionment (\$17,513); and an increase of state administration funds to the 15 percent allowable (\$49,084). State administration funds have been increased to allow for additional planning through the Public Transportation Advisory Council.

Staff requested approval to add the additional funds to the existing State Transportation Improvement Program. No new projects would be added to the program, only increases for the existing projects.

Without objection, the Board approved the additional funds to the existing State Transportation Improvement Program and approval to apply for Section 18 request grant funding to the Federal Transit Authority.

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Status Report of the Management Systems. The ISTEA required the states to develop, implement and use on a continuing basis, six management systems and one monitoring system. The results from these systems are labeled "determined needs" and are to be used as another tool in assisting decision makers in selecting and justifying cost-effective strategies and actions to be included in the Metropolitan Planning Organization's Transportation Improvement Programs and the State Transportation Improvement Plan.

Each management and monitoring system is to have work plans containing a description of the major activities necessary for development, establishment and implementation, including identification of responsibilities, resources and target dates for completion of the major activities. All seven of the systems' work plans have been completed and are either ready for submittal to FHWA or are being reviewed by task force members.

Potential Options for Recovery of Costs for Clear Lake Grade Project, District 4. In order to proceed with the development of the wetland mitigation plan for the Clear Lake Grade project, the Department purchased approximately 89 acres of agricultural land and 3.5 cfs of spring water. In the future, ITD may want to dispose of the excess property not needed to fulfill the Corps of Engineer 404 Permit requirements.

Staff presented several options that may be available when all of the wetland requirements are met. The preferable option would be to sell the property and have it managed as a Wildlife Management Area.

Right of Way Acquisition Policy and Procedures. Board Policy B-03-01, Acquisition and Disposal of Real Properties and their Improvements, require dual appraisals for parcels valued over \$150,000, according to Right-of-Way Manager Leonard Hill. He also explained that before and after appraisals are required in complex situations and in court cases.

Without objection, the Board approved revising Board Policy B-03-01 to eliminate the dual appraisal for every parcel valued over \$150,000, but only require the dual appraisal on complex cases. The corresponding Administrative Policy, A-03-01, will also need to be revised.

Right-of-Way Parcels Appraised up to \$150,000. At the March 1994 Board meeting, approval was given to raise the monetary limit on parcels requiring Board approval prior to staff beginning negotiations from \$100,000 to \$150,000. Since that action, 196 appraisal reports were received by the Right of Way Section. Of those reports, 173 were under \$100,000, 12 were between \$100,000 and \$150,000, and 11 were over \$150,000.

Authorization to Acquire Property Valued over \$150,000, NH-F-3271(037), Key 2793, Parcel 35, SH-44/55, District 3. Two appraisals were obtained from certified general fee appraisers for the subject parcel and were in excess of \$150,000. The Board members questioned the developer's contributions for this project. They expressed concern with the increased right-of-way costs in the Eagle area and believe the city should assist the Department with right-of-way issues. Director Bower said that staff is evaluating the right-of-way and

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construction costs for all Eagle-area projects and should have that information available at the December Board meeting.

Without objection, the Board deferred this property acquisition item until the complete right-of-way issue for this area is presented.

Authority to Condemn. The Board signed the order 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>	<u>District</u>
F-3271(052)	5	3758	SH-55	3
F-3271(052)	104	3758	SH-55	3

Six-Year Capital Building Program Update. Each year, the six-year capital building program is updated and submitted to the Division of Public Works, along with details and justifications for the next fiscal year's program. The program is then presented to the Permanent Building Fund Advisory Council in October of each year.

The Board reviewed and approved the FY96 building program prior to its submittal. Staff would like to continue with this procedure, including sending the updated program to each district and appropriate personnel at Headquarters. The Board asked the status of the Burley/Rupert Maintenance Station and was told the project will be advertised within two months.

Without objection, the Board approved the six-year capital building program, as shown in Exhibit 123 which is made a part hereof with like effect.

Malad Gorge Rest Area Proposal. At the September meeting, the Board asked staff to analyze options concerning the Bliss and Malad Gorge Rest Areas and the possible effect a project would have on a Three Island Crossing Interpretive Center project in the STP-Enhancement Program. Several alternatives were presented. The approval of the Malad Gorge Rest Area and closure of the Bliss Rest Areas would save the Department money and be beneficial in the long term. Staff's recommendation was to approve the Three Island State Park Interpretive Center project in the Enhancement Program for FY97 and program the Malad Gorge Rest Areas in FY98.

Chairman Combo emphasized that Enhancement Program funds are not grants, but that projects in the program have federal criteria to follow and regulations to meet. He added that ISTEA expires in 1997 and the Department doesn't know what funding will be available after FY97. Member Mitchell asked if the Malad Gorge Rest Area project could be phased to allow funding in FY97. He believes both the Malad Gorge and Three Island State Park proposals are good projects and if both are not funded in FY97, funds may not be available in FY98. Staff did not recommend phasing the project, although it could be studied. Environmental and right-of-way problems could be encountered if the Malad Gorge project is scheduled for FY97.

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On behalf of the Glenns Ferry community, Rich Wills told the Board numerous fund-raising activities have been completed and are scheduled for the needed match. They plan to approach the legislature for money towards the match and are also considering soliciting the congressional delegation for assistance. He added that the Shoshone-Piaute Tribe has assisted in the Three Island Crossing Interpretive Center proposal and that the project will be incorporated into their long-term plan. Parks and Recreation Director Yvonne Ferrell added that the Three Island Crossing Interpretive Center would not start without a guarantee of the matching funds. Representative Frances Field was also present in support of this project.

Member Mitchell made a motion, seconded by Vice Chairman Smith, to approve the Three Island State Park Interpretive Center project in the Enhancement Program for FY97, contingent on the matching fund being available, and to program the Malad Gorge Rest Area primarily from the Enhancement Program for FY98. The motion passed unanimously.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to close the westbound Jerome Rest Area. Director Bower suggested putting this item on the Board's agenda for the December meeting to allow for public comment before the closure. Vice Chairman Smith withdrew his motion. The Board unanimously agreed to discuss the closure of the westbound Jerome Rest Area at the December meeting.

The Board also directed staff to determine if state forces could remove the old port of entry buildings at the Bliss Rest Areas.

Delegation - Jose Quijas and Ben Goslin, Right of Way Use Permit 3-95-079, and Permit 3-95-132, SH-55, District 3. An access at station 6+00 right, mile post 64.53, permit 3-95-079, on SH-55 has been requested. If approved, a highway sign would need to be relocated. Staff believed the subject strip of land has other practical means of access and safety would be an issue. Additionally, because the Department has control of access, it would be a precedent-setting case, therefore, the recommendation was to deny this approach request.

Also at issue is the approach request at station 4+70 right, mile post 64.51, permit 3-95-132, to the Masonic Temple at Horseshoe Bend. Currently, the Temple is served by two illegal approaches that apparently were developed around 1980 at the time the Temple was being constructed as a result of the contractor's crew driving on and off the highway.

Since the Temple property is at a somewhat lower elevation than the remainder of the original larger tract of land and because the Department has permitted the illegal access to remain apparently uncontested for several years, staff recommended granting a legal access to the Temple property without requiring reimbursement for increased property value resulting from a legal approach.

The Board suggested Mr. Quijas acquire an easement from the Masonic Temple and use its access. Mr. Goslin said the front door of the Temple is too close to allow a safe access.

November 21, 1994

The Board directed staff to work with the involved parties to reach an agreement. One 40' access can be approved for the two property owners. Mr. Quijas thanked the Board for its time. Representative Danielson was present on behalf of the delegation and was optimistic that this issue can be resolved.

Surface Transportation Program (STP) Enhancement Program. As requested, staff completed an evaluation including methods of funding, project selection, and evaluation of the STP-Enhancement Program. Three options were provided with implementation recommended to begin with programming for projects in FY98.

The options included 1) continue the current process, fully funding the program with project selection through a statewide, competitive application process, using an independent committee to evaluate and assign priority to projects for Board approval; 2) not funding the Enhancement Program, but using the enhancement funds as part of the withheld obligational authority and shift available funding to the highway program, allowing more funds to be used to address Idaho's roadway improvement needs. This may result in a perception by the public of a Department bias toward highways and away from alternate forms of transportation. 3) split the program into a portion reserved for the Transportation Department and a portion funded in the current manner.

A letter from Don Galligan, Planning Director with Bannock Planning Organization, was presented to the Board. The letter contained observations about the STP Enhancement Program and proposals for the Board's consideration.

Chairman Combo asked if application packets for Enhancement projects would be sent out early next year. CTS Dick said the Department has enough projects pending that new projects would not need to be solicited. Because of the uncertainty that the Three Island State Park Interpretive Center project will have the required funding match, the Board decided to revisit this issue after the 1995 legislative session. For now, the current Enhancement Program procedures are to be followed.

Administrative License Suspension (ALS) Presentation. JoAnn Moore of the Office of Highway Safety updated the Board on the status of the ALS, which became fully effective on July 1, 1994. The law enforcement officers and hearing officers are continuing to work with ITD on the requirements. Although staff is pleased with the running of the program so far, there are still some problems that need to be worked out. The program appears to be paying for itself, however, the Department will continue to monitor the costs. Some problems were discussed, including testing and calibration of machines, probable cause, and burden of proof.

WHEREUPON the Board meeting recessed at 5:00 PM.

November 22, 1994

The Transportation Board meeting reconvened at 8:15 AM on Tuesday, November 22 at the Transportation Department in Boise, Idaho. All members were present.

Member Mitchell distributed a rough sketch of the proposed project at 31st Street North and US-95 in Lewiston for informational purposes. The Board viewed this area last month and saw the need for safety improvements.

Contract Research Program. Research and Assistant Materials Engineer Robert Smith made a presentation on the contract research program. The ISTEA increased to 2% the appropriation for State Planning and Research. Of that amount, 25% must be dedicated to research and research related uses and cannot be transferred to other areas. To comply with the law and subsequent FHWA rule making, a major increase in ITD participation in pooled fund studies and in both contract and in-house research was needed. Because of staffing constraints, potential increases in in-house research are limited.

A Research Advisory Committee has been established to provide input into the annual ballot for National Cooperative Highway Research Program projects, selection of pooled fund studies, and to prioritize potential research projects proposed for contract with the University system or consultants. The committee consists of Headquarters personnel plus an FHWA employee as an ex officio member. The Board asked Mr. Smith to consider appointing a district employee to the committee on a rotating basis. The Director said he will do that.

The research portion of the Materials Manual is being revised to reflect the procedures now in use.

Transportation Planning Division FY95 Work Program/Cost Estimate. As required by 23 CFR, Parts 420 and 511, and the proposed rule regarding State Planning and Research (SPR) Program Administration, the Transportation Planning Division's Annual Work Program/Cost Estimate and Calendar of Reporting Activities was submitted for the Board's information.

Transportation Planning Administrator Ray Mickelson explained that his division has been divided into four sections, Planning Systems, Urban and Intermodal Planning, Traffic Surveys, and Cartographics. The research program, discussed above, is incorporated in the work program, as well as rail activities.

State Transportation Improvement Plan (STIP) Update Schedule. Earlier this month, a meeting was held with metropolitan planning organization members and Department staff to compile a schedule for updating the STIP. John Barnes, Bicycle and Pedestrian Planner, said public involvement and participation was a big issue. He reviewed the draft schedule which includes a couple of Board work sessions before final Board approval of the STIP in September.

November 22, 1994

Employee Service Awards. The Board recessed at 9:45 a.m. to participate in the Employee Service Awards at 10:00 in the Auditorium. Vice Chairman Smith made appropriate remarks. FHWA Division Administrator Coe presented a national award to the Department for innovative financing. He then presented Marie Bishop with the FHWA Safety Award. This award is for demonstrated initiative in developing a standardized accident analysis system, and for providing local agencies the technical tools and the means to use them for enhanced safety. The Office of Highway Safety did that through CARS (Crash Analysis Reporting System), a computer-based menu-driven software program that allows locals to make safety decisions based on vehicle crash patterns.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 11:10 AM the Board met in executive session to discuss legal issues.

The Board came out of executive session at 11:35 AM. No decisions were made.

Presentation on Design of Wye Interchange. According to District 3 Engineer LeRoy Meyer, traffic at the Wye Interchange has increased 10% annually for the past three years, while on the I-184 connector, it has increased 15%. A map showing the design of the Wye Interchange and programmed projects in the vicinity was presented. The Wye Interchange is currently programmed in two phases for FY97 and FY99 at a total cost of \$28 million. Federal Discretionary funds will be requested to fund this project.

Quarterly Report on the Cole/Overland Project, District 3. District 3 staff reported that this project is 30% complete with 16% of the time used. All utilities have held up progress on the project. Five change orders totaling \$11,000 have been approved to date. An additional change order is under discussion to change temporary paving to permanent paving at the east end of the project to save money when expansion is done to the east.

Design Approval for Mountain Home Railroad Underpass, I-84B, NH-F-3341(10), Key 3550, District 3. The location hearing was held in 1991 for this project with overwhelming public support for the split underpass alternative. In October 1993 a design hearing was held. Again, the public strongly endorsed the construction of the new underpass and extension of the railroad park over the area occupied by the present route.

Vice Chairman Smith believes the right-of-way costs are going to be high on this project and questioned the possibility of phasing the project. Staff will check into this.

Vice Chairman Smith made a motion to approve the design of the Mountain Home Railroad underpass, and the required system action consisting of removing the present underpass from the state highway system and adding the new underpass and roadways between SH-51 and Jackson Street to the system. Member Mitchell seconded the motion and it passed unopposed.

November 22, 1994

Luncheon with the Boise Area Chamber of Commerce. The Chamber members joined the Board and appropriate Department staff for a luncheon meeting. Chamber Chairman Sharon Allen said the organization's purpose is to help the community develop and grow. She thanked the Board for responding to the area's concerns, especially the widening of I-84 from Meridian to the Wye Interchange, and the Cole/Overland Interchange project. The Chamber's priorities were also discussed with the top five including a west Park Center bridge, widening Broadway Bridge, widening I-184 (Curtis-Franklin), an east Park Center bridge, and reconstructing the Wye Interchange. The Board remarked that projects are coordinated with Ada MPO.

Boise Mayor Brent Coles reiterated the appreciation for the large financial commitment in the area. He realizes the Boise-area projects compete for funds with other projects statewide, and that the Board has a difficult job of prioritizing them. Regional transit is an important issue, and he added that they are looking for funding ideas.

The question of planning and how the Department interfaces with local public agencies was asked. Transportation Planning Administrator Mickelson stressed land use in planning. ITD wants to take a leadership role and provide information and a mechanism to the local agencies to assist with planning activities.

Director Bower challenged the Chamber to get involved in the process of acquiring discretionary funds for the Wye Interchange project. The members can help by writing letters or talking to the congressional delegation in support of this project.

Mayor Coles concluded the meeting by expressing his appreciation to the Department's staff for the good working relationship between the two groups.

Rest Area Maintenance Program. Maintenance Engineer Clayton Sullivan provided the Board with the history of the maintenance of rest areas. The Department's maintenance crews used to maintain the rest areas as they had time. The rest areas were a low priority and this was reflected in the public's criticism of the poor condition of the state's rest areas. Because of the poor quality, management decided to contract the maintenance of the rest areas. As a result, considerable improvements were made and the Department now receives numerous compliments on the quality of the rest areas.

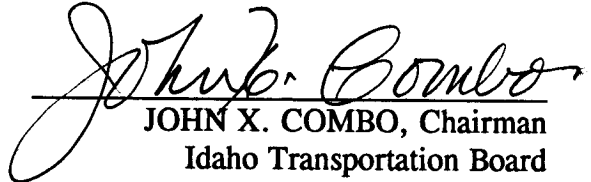
The maintenance of rest areas varies in each district. For example, District 6 is the only district that maintains its rest areas, partly because two out of the three rest areas are closed during the winter. District 4 contracts the basic maintenance while District 5 requires snow removal on sidewalks, upkeep of the grounds, and some painting. Approximately \$1.2 million is budgeted annually for the maintenance of 31 rest area facilities.

Board Meeting Dates. The following meeting dates were scheduled by the Board:
December 12-13, 1994 - Boise
January 12-13, 1995 - Boise

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 2:30 PM the Board met in executive session to discuss legal issues.

The Board came out of executive session at 2:45 PM. No decisions were made.

WHEREUPON, the regular monthly Board meeting officially adjourned at 2:45 PM.


JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved

Dec. 13, 1994

Boise, Idaho

November 22, 1994

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 12-13, 1994

Meeting with Governor-Elect Batt. At 8:30 AM, on Monday, December 12, Chairman Combo, Vice Chairman Smith, Director Bower, and Secretary to the Board Higgins met with governor-elect Phil Batt at the Capitol Building. Jeff Malmen and newly-elected attorney general Alan Lance were also present. The group discussed various issues, including ITD's recent reorganization; Idaho's involvement in the five-state coalition and its consultant in Washington, DC; the extension or modification of the Intermodal Surface Transportation Efficiency Act which expires in 1997; the Department's \$10 million supplement to the FY95 budget; and possible future increases for highway revenue.

The regular session of the Transportation Board meeting convened at 9:40 AM on December 12, in Boise, Idaho at the Transportation Department. The following principals were present:

John X. Combo, Chairman - Region 1
 Leon E. Smith, Jr., Vice Chairman - Region 2
 Sue S. Higgins, Administrative Secretary to the Board
 Dwight M. Bower, Director
 Jim Ross, Chief Engineer
 Robert Trabert, Chief Legal Counsel
 Jack Coe, Federal Highway Administrator

Because of a death of a dear friend, Member Mitchell was absent from the meeting.

Presentation on the Equipment Program. Steve Spoor, Equipment Superintendent, explained the Department's buy-back program. Equipment such as loaders, backhoes, motorgraders, and tractor trucks, is purchased by bid. After a one to five year period, depending on the equipment, it is sold back to the vendor. The money from selling the equipment is used to replace additional buy-back equipment. The benefits of this program are higher operator morale, reduced operating cost, and reduced ownership cost.

Mr. Spoor reported on the status of the motor pool. The sedan complement has been reduced by four, to 39, since this issue was discussed at the May 1994 Board meeting. The Department's goal is to lower this number to 20 within a year. ITD procedures are being revised to encourage utilization of personal vehicles.

The Maintenance Section is also revising the procedures for purchasing highway equipment. This method will speed up the process of getting the equipment to the districts.

December 12, 1994

Director's Items. Director Bower reported that the Federal Highway Administration has accepted operational and safety aspects of alternative C for the Chubbuck Interchange demonstration project. The next step will be to hold public meetings to gather input on alternatives

Dealer Advisory Board Annual Report. Dale Durham, Dealer Advisory Board (DAB) Secretary, presented its annual report. Some accomplishments from the past year include the development and distribution of a semi-annual newsletter, the "Idaho Dealer Times"; completion of a second odometer survey; proposed changes to Idaho Salvage Law to require all salvage vehicles be physically branded along with the branding of the Certificate of Title after repair; revision to Rule No. 39.02.07 which governs titling of specially constructed and reconstructed motor vehicles; opposition to and support of ITD's efforts in vehicle brokering, unless the broker has an Idaho Vehicle Dealers license; and, support of legislation to remove the minimum \$1,000 value of vehicles held by an estate when the owner dies without leaving a will. Upcoming issues the DAB will focus on include Virginia's "In-Dealership" program which allows dealers to issue registrations and license plates to their customers at the time of sale, rather than a permit to go to the assessor's office for registration; continuing development of the electronic lien program; and 24-hour look-up files.

Consent Calendar. The following items on the consent calendar were unanimously approved by the Board:

- 1) Sign status report for October 1993 through September 1994.
- 2) Board Policy B-01-12, Purchase of State Property by Department Employees. This policy was revised to incorporate the State Board of Examiners' and the State Auditor's directives and Idaho Code's citing that all employees of a department are prohibited from acquiring surplus property from their own department.
- 3) Official minute - realignment of US-95 at Ferdinand, District 2. The realignment of US-95 at Ferdinand, project STP-NH-F-IR-4113(077), has been completed and the route opened to traffic. The Board signed the official minute relinquishing a portion of the old alignment to the city of Ferdinand and Ferdinand Highway District, as shown in Exhibit 124 which is made a part hereof with like effect.
- 4) Appointment to District V Regional Public Transportation Advisory Committee (RPTAC) member. R. Scott Reese, Blackfoot mayor, was appointed to the District V RPTAC as recommended.
- 5) Professional agreements report. Payments for engineering consultant agreements amounted to \$364,437.09 during November 1994 and general consultant agreements equalled \$117,202.00 for a grand total of \$481,639.09.

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Supplemental Agreement, Clear Lake Grade, STP-RS-2709(006), Key 3586, District 4. Consultant Sharp and Smith designed this project. Staff requested the consultant provide services to the resident engineer during construction of this project, including 1) installation of piezo-meters and settlement plates for use in monitoring embankment stability during construction; 2) monitoring of springs, creeks and wells before and during construction to provide baseline hydro-geologic data; 3) post-construction monitoring of wells and flow rates from local springs to assess the effect of construction activities; 4) geotechnical and hydrogeologic assessment of the widening of the rock cut; and 5) designer-related services including prebid conference, preconstruction conference, submittal review, plus support and coordination services as requested by the resident.

These services are estimated to cost \$70,000. There is \$28,000 left in the existing agreement, therefore, a supplement of \$42,000 was requested.

Without objection, the Board approved the supplemental agreement in the amount of \$42,000 for the Clear Lake Grade project.

Board Policy B-31-06, Permit Vendors. This policy was created to establish vendors to act as agents of the state to sell 96-hour, caravan, single trip, and/or single trip hazardous waste permits. The Department shall be the bonding agent, a written agreement must be signed by both parties, and the Director is authorized to cancel the agreement. A corresponding administrative policy was written to delegate establishment of new vendors to the Port of Entry/Special Permits Manager and establish criteria for choosing new vendors, permit vendor agreement requirements, and immediate agreement cancellation criteria.

Without objection, the Board approved Board Policy B-31-06, Permit Vendors.

Proposal to Close Westbound Jerome Rest Area, I-84, District 4. As directed by the Board at the last meeting, staff has started the process of closing the westbound Jerome Rest Area. Commercial facilities in the surrounding area have precluded the need for this rest area.

The Department's plan is to close the rest area during the interstate reconstruction programmed for the summer of 1995. When the westbound detour is started, putting two-way traffic on the eastbound side, the rest area will be taken out of service. Doing this during the interstate project will eliminate the need for rebuilding the ramps to connect with the new mainline. The ramps will be obliterated during the project and the rest area will be demolished either under the project or by state forces. Hazardous materials such as lead-based paint, asbestos tile, or herbicide contamination may be present at the site to complicate demolition.

Before closure, notices will be posted at the rest area and nearby commercial facilities. The media will also be contacted through news releases.

The Board unanimously concurred with staff's proposal to close the westbound Jerome Rest Area.

December 12, 1994

Visit to Public Transportation Advisory Council's (PTAC) Meeting. The PTAC was meeting in the ITD auditorium to work on the Public Transportation Plan. The regional committees also provided reports on their activities.

Sandpoint North and South Location, NH-IR-F-5116(068), Key 1729, US-95, District 1. The Draft Environmental Impact Statement (EIS) for this project was published in May of 1994 followed by a location public hearing on August 31, 1994. Literally thousands of individual letters and comment sheets have been received by the Department on this project, indicating the magnitude of public and agency interest in this project.

Chairman Combo stated that the Board members received and reviewed the transcript of the public hearing and testimony, testimony received after the cut-off date, the draft EIS, and letters from the Clark Fork Pend Oreille Coalition and Burlington Northern Railroad.

Assistant District One Engineer Larry Wolf explained the alternatives presented at the public hearing, including: a through-town couplet; Sand Creek two-lane alternative; and a do nothing alternative. Based on the studies, the draft EIS, and the majority of the public comments, staff recommended the Sand Creek alternative.

Vice Chairman Smith made a motion, seconded by Chairman Combo, to approve the Sand Creek two-lane alternative for the location of this project. Chairman Combo received a facsimile from Member Mitchell earlier in the day with a vote in support of the Sand Creek two-lane alternative. The motion passed unanimously.

Idaho Transportation Consortium's Strategic Plan. The Idaho Transportation Consortium was created in October 1993 through a memorandum of understanding between the Federal Highway Administration, the Idaho Transportation Department, the University of Idaho National Center for Advanced Transportation Technology, and the Idaho National Engineering Laboratory. The Consortium was organized to take advantage of the unique and diverse resources available within Idaho to improve Idaho's transportation systems and services.

According to the Department's representative, Greg Laragan, during the past year, personnel exchanges have been held between the Consortium members to give each a better understanding of the responsibilities and capabilities of the others. These exchanges have also been successful in helping the members identify several areas that seem most suitable for application of the Consortium's resources. These exchanges resulted in a vision and a realization that a strategic plan would be helpful to not only clarify that vision within the Consortium, but also to present the vision to those outside the Consortium. The Board members reviewed the proposed strategic plan.

INEL delegate Basil Barna said the Consortium looks at ITD as the driving source, and added a better understanding of intermodalism is needed. He added that the Board's support and input are desired.

December 12, 1994

Mike Kyte, University of Idaho representative, said there's a great opportunity for engineering students at the University because it's education in training. Students can work on real world problems. He also stated the research focuses on short-term projects and short-term payoffs. The entities have a good, positive working relationship. He concluded by thanking the Board for its time.

The consensus of the Board was to endorse the Idaho Transportation Consortium's strategic plan and working relationship.

Rest Area Informational Signs. A number of rest area informational signs are either blank or have outdated information on them. The Department would like to resolve this sign problem. The Department of Commerce, Travel Council, used to assist ITD with these signs until 1992 when they withdrew their support for the sign program. Director Bower was encouraged to contact Department of Commerce Director Hawkins to take care of these signs on a cooperative effort.

Traffic Engineer Greg Laragan reported on several other traffic issues. A traffic signal will be installed on State Street in front of Headquarters around the end of January. The out-of-service vehicle detection at the East Boise Port of Entry is proceeding well. He will be attending a meeting on this issue tomorrow. The "Welcome to Idaho", "Gem Community", and "Idaho is too great to litter" signs with Governor Andrus's signature were discussed. Governor-elect Batt has indicated he does not want his signature on the signs. The Director's preference is to use an overlay on the current signature instead of replacing the signs. Mr. Laragan said some of the signs are in poor condition and have lost reflectivity, and he would prefer replacing those signs.

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

BHF-BRF-4110(102), key 5867 - Clearwater Bridge Deck Overlay, US-12, Nez Perce County, District 2. Low bidder: N. A. Degerstrom, Inc., Spokane, Washington - \$623,306.00.

STP-M-8943(100) and STM-3340(605), keys 4624 and 5869 - Mountain Home, 8th N. St., 14th St. to Canal; and Mountain Home Pipes; Elmore County, District 3. Low bidder: Nelson Construction Company, Boise, Idaho - \$929,741.50.

BRF-6353(005), key 2488 - Challis Bridge, Salmon River, US-93, Custer County, District 6. Low bidder: Sletten Construction Company, Great Falls, Montana - \$1,757,321.42.

IM-IR-84-2(036)109, key 4471 - M.P. 109.0 to East Hammett Interchange, I-84, Elmore County, District 3. Low bidder: Western Construction, Inc., Boise, Idaho - \$12,130,270.03.

December 12, 1994

STPG-RRP-7922(100), key 4642 - F & 6th Streets, Rupert, Minidoka County, District 4. The low bid was more than ten percent over the engineer's estimate, requiring justification. The estimate was based on other projects in the area, with some adjustment of prices for small quantities, and the average unit price report. The major differences were in the bid items for mobilization and 3/4" aggregate for base. These appear to be increases that cannot be readily justified. No work can be done on these crossings until spring, therefore, a readvertisement of the project would not delay the construction work for the project. While some increases in bid item costs for the engineer's estimate can be justified on the basis of the small quantities involved, the District believes that a readvertisement of the project should result in some significant reduction in the low bid cost for the project.

The Board concurred with staff's recommendation to reject the bids and readvertise after the first of the year.

UST-51600 and UST-51400, keys 4937 and 4938 - underground storage tanks at Downey and Malad maintenance yards, Bannock and Oneida Counties, District 5. Low bid: E & G Contractors, Inc., Pocatello, Idaho - \$137,358.50.

UST-52000 and UST-52100, keys 4929 and 4928 - underground storage tanks at Soda Springs and American Falls maintenance yards, Caribou and Power Counties, District 5. Low bid: E & G Contractors, Inc., Pocatello, Idaho - \$136,668.50.

WHEREUPON the Board meeting recessed at 4:40 PM.

December 13, 1994

The Transportation Board meeting reconvened at 8:15 AM on Tuesday, December 13 at the Transportation Building in Boise, Idaho. All members were present.

November 1994 Board Minutes. The minutes of the November 21-22, 1994 Board meeting were approved as corrected by the Board members.

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

January 12-13, 1995 - Boise

February 2-3, 1995 - Boise

March 9-10, 1995 - Boise

Proposed legislation concerning increased fees for overweight loads. Regina Phipps, Vehicle Size and Weight Specialist, rehearsed the presentation she plans to make to the legislators this session. This legislation would give the Department authority to increase fees for nonreducible overweight vehicles and/or loads by Administrative Rule.

December 13, 1994

After viewing the route capacity map, Member Mitchell stated the Department should fix the bridges that are causing routes to be restricted. He also relayed concerns of truckers in District 2 who cannot obtain permits on weekends. Chief Engineer Ross said this is an issue he addressed while he was still a district engineer. He will pursue a permit for specific combinations on specified routes.

The Board reviewed the chart showing the route improvement costs. This illustrated the number of bridges that are causing load restrictions on routes and the cost to bring those bridges to a higher load capacity. The Board members found this chart very informative. They also commended Ms. Phipps on her presentation and realized a lot of time and effort went into it.

Rule Governing Variable Load Suspension Axles, Rule 39.03.05. In the 1993 legislative session, HB 289 was passed, requiring all variable load suspension axles to be fully deployed or fully raised and that the pressure regulator which governs the load distribution to the variable load suspension axle(s) be set and sealed by the owner of the vehicle(s).

Legislation is being proposed to define fully deployed, fully raised and sealed. The legislation also sets a fine of \$150.00 for non-deployment of the lift axle when legal axle weights are exceeded by 2,001 pounds or more. Rule 39.03.05 is being proposed to define the three options that would allow the pressure regulator valve to be considered sealed.

In the same legislation, the Department would like to change subsection 3 a, b, and c of Section 49-1013, Idaho Code, to be infractions instead of misdemeanors. This would be accomplished with an additional sentence to Section 49-1013 subsection 1, Idaho Code.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to approve the proposed rule for regular rule making pending passage of legislation in its current form in the 1995 session. The motion carried.

Eagle-Area Projects, District 3. District Three Engineer LeRoy Meyer reviewed the four main programmed projects in the Eagle area. These include the Eagle alternate route; SH-55, SH-44 north; SH-55, Fairview to Chinden; and SH-55, Chinden to Eagle. Right-of-way costs have increased substantially on these projects, largely due to rezoning of the land. Because the Eagle alternate route is scheduled for FY95, no changes are contemplated for that project. When the process of updating the Highway Development Program is started in spring, consideration will be given to phasing the SH-55, SH-44 north project, and delaying the SH-55, Chinden to Eagle project.

Member Mitchell stressed the need to alleviate safety concerns on the current SH-55, SH-44 north segment. Vice Chairman Smith asked for an evaluation of US-20 Chinden Boulevard, Eagle Road to East Joplin, key 5957. Citizens have indicated a willingness to donate right-of-way for this project, and he favors advancing this project since the Department is struggling

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with right-of-way issues on the other Eagle-area projects. These items should be presented to the Board early next year.

Local Highway Needs Assessment Council (LHNAC) Needs Update. Jim Covill was hired as the consultant to prepare the highway needs assessment update. He stated this update was done as a jurisdictional-blind study; all road classifications were treated equally; it did not matter who had jurisdiction. The update summarizes the backlog of needs accumulated to date, as well as those projected in the next seven years. LHNAC still needs to acquire revenue information to finalize the report and will revise the study once those figures are received. The tentative schedule is to present the revised report to the Board at its February 1995 meeting, along with recommendations as to what the next steps are to be taken.

District 3 Projects. Recent inquiries have been made into traffic backing up on I-84 at the Gowen Road interchange east of Boise. The majority of the eastbound traffic is exiting the interstate and proceeding to Micron. District staff has evaluated this interchange and recommends adding additional left turn lanes on the eastbound off-ramp and another right turn lane on the westbound on-ramp. The sense of the Board was that this project is warranted and the Department should proceed with it. The Director said this issue will be brought back to the Board next month as an official agenda item.

Earlier, the Board received a memo evaluating the feasibility of changing SH-55, Marsing to Sunny Slope, from a four-lane to a three-lane highway. This project is currently programmed in preliminary development. The study concluded it would be uneconomical to proceed with a three-lane road, the problems would not be alleviated, and the level of service would decrease. Vice Chairman Smith asked if a passing lane on the east side could be added with state funds. The staff will determine the right-of-way implications and cost of this suggestion and bring the analysis back to the Board.

East Main Street, key #5419, Lewiston, District 2. Member Mitchell relayed the City of Lewiston's request for help with its East Main Street. The city is working on funding options with the Department of Commerce and asked if the Transportation Department could help too because of the economic importance of this street. The consensus of the Board was to have the Department work with FHWA to determine what, if any, assistance can be given.

Member Mitchell also mentioned a citizen's concern regarding bicycle paths. She believes bicyclists should contribute financially to bicycle paths instead of motorists subsidizing these paths.

Summary of pending legal cases. The Board reviewed the summary of pending legal cases.

Executive Sessions on Personnel and Legal Issues, Section 67-2345(h) and (f), Idaho Code. At 12:10 PM the Board met in executive session to discuss personnel and legal issues.


December 13, 1994

The Board came out of executive session at 2:20 PM. No decisions were made.

Public Transportation Issues. Public Transportation Administrator Larry Falkner briefed the Board on the Public Transportation Advisory Council's meeting yesterday. He thought it was a productive meeting and the group accomplished a lot of its goals. The final public transportation plan is to be completed by September 1995. He also reported on the meeting last week with the regional transit authority recently authorized in Bonneville County.

Visit to Division of Public Transportation and Human Resource Development Section. The Board members toured the offices of both the Public Transportation Division and Human Resource Development Section. They enjoyed meeting the employees and the cordial visit.

WHEREUPON, the regular monthly Board meeting officially adjourned at 3:15 PM.



JOHN X. COMBO, Chairman
Idaho Transportation Board

Read and Approved
January 12, 1995
Boise, Idaho

December 13, 1994