

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 20-21, 2000

The Idaho Transportation Board met at 8:15 AM, on Thursday, January 20, in Boise, Idaho at the Transportation Department to review the agenda. The following principals were present:

Charles L. Winder, Chairman  
 John X. Combo, Vice Chairman – District 6  
 Bruce Sweeney, Member – District 2  
 Monte C. McClure, Member – District 3  
 Neil Miller, Member – District 5  
 Sue S. Higgins, Secretary to the Board  
 Dwight Bower, Director  
 Jimmy Ross, Chief Engineer  
 Jack McMahon, Deputy Attorney General

Chairman Winder officially called the meeting to order at 8:30 AM.

December 16-17, 1999 Board Minutes. Vice Chairman Combo made a motion, seconded by Member Sweeney, to approve the minutes of the Board meeting held on December 16-17, 1999 as corrected. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:  
 February 17-18, 2000 – Boise  
 March 16-17, 2000 – Boise  
 April 20-21, 2000 – location to be determined

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

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board has  
 TB00-01 received and reviewed the quarterly report on administrative settlements of right-of-way acquisitions, the contract award information, the new and supplemental professional agreements report, the speed minute entry changes, the quarterly returned check report, the summary of out-of-state travel for the first half of FY00, and the financial statement.

1) Quarterly Report on Administrative Settlements of Right-of-Way Acquisitions. During the quarterly period from October through December, 15 parcels were processed. There were nine administrative settlements, which equaled 60%.

2) Contract Award Information. The Board acknowledged action on the following construction bids in accordance with Board Policy B-14-06:

ST-0005(616), key 7355 – District 5 Bridge Repair, I-15, I-86, and US-26, Bingham and Power Counties. Low bidder: Cannon Builders, Inc., Blackfoot, Idaho - \$434,354.60.

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STP-4210(101), key 6513 – Lightning Creek Road to Stites, SH-13, Idaho County, District 2. Low bidder: Frank Gurney Inc., Spokane, Washington, Idaho - \$278,993.51.

ER-4802(100), key 6452 – Kendrick Roadway Settlement, SH-99, Latah County, District 2. Low bidder: A & R Construction, Inc., Lewiston, Idaho - \$571,380.37.

ER-4783(101), ER-4783(102), and ER-4783(103), keys 6892, 6415, and 7277 – Dent Road Washout, Dent Road Realignment, and Dent Road, Clearwater County, District 2. Low bidder: M.A. DeAtley Construction, Inc., Clarkston, Washington - \$417,032.84.

ST-2390(669), key 6957 – Intersection 5<sup>th</sup> Street, Ketchum, Blaine County, District 4. Low bidder: Mountain West Electric, Inc., Moreland, Idaho - \$119,203.54.

3) New and Supplemental Professional Agreements Report. The Consultant Administration Unit processed \$5,677,229 in new and supplemental agreements between December 2 and January 5.

4) Speed Minute Entry Changes. The 45 mile per hour (mph) speed limit within the City of Hope on SH-200, District 1, was raised to 55 mph from milepost (MP) 44.6 to 44.581 based on a motion passed by the Cities of Hope and East Hope.

The City of Victor passed a resolution to extend the existing 35-mph speed limit within the city limits on SH-31, District 6, from MP 20.38 to MP 20.13.

5) Quarterly Returned Check Report. During the second quarter of FY00, \$19,466,484 in checks were received while \$24,903, or .128% were returned. Collections amounted to \$19,581 for an annualized collection rate of 85%.

6) Out-of-State Travel Summary. During the first half of FY00, approximately \$132,888 was expended on out-of-state travel. The budgeted amount is \$422,042 for an estimated 154 trips.

7) Financial Statement. Federal aid revenues are below the year-to-date forecast, however, the state highway revenues are above the estimated forecasts. The Department's expenditures are at or below budgeted levels.

Revisions to Board Policy B-06-42, Bidding and Contracting Rental Equipment. This policy was revised to increase the spending cap on rental equipment from \$25,000 to \$50,000 for the Division of Highways. The administrative policy states that oral bids shall be used for equipment rental that is estimated to be less than \$50,000 for the Division of Highways or \$25,000 for other ITD Divisions. Member Sweeney asked if written bids are ever used and suggested using the word "may" instead of "shall." Maintenance Engineer (ME) Dave Jones concurred and stated the policy will be revised to reflect that change.

In response to Member McClure's inquiry as to why the cap is being raised, ME Jones replied that during the floods of 1996-97 the Districts learned that there was a lot of equipment

available to rent. Staff has decided to rent more equipment, including renting operated equipment, rather than purchasing equipment.

Member McClure believes \$50,000 worth of rental equipment is a lot and questioned using state forces for projects that large. If a project is more than \$100,000 it is to be contracted out. ME Jones responded that District 5 recently had a project to remove knolls that exceeded the \$25,000 limit. The operator of the rented equipment had to abandon the job when the \$25,000 limit was reached. Member McClure questioned the statute and said he believes it sets the limit at \$25,000. ME Jones replied that the Division of Highways is exempt from that portion of Idaho Code.

Member McClure would like to restrict projects done with state forces to a reasonable limit, particularly betterment projects. He also commented that the policy does not differentiate between rented equipment and rented equipment with an operator. He asked for clarification on the statute regarding the limit on rental equipment and also on maintenance and betterment projects. (See later minute entry.)

Board Items. Although Member Sweeney is a member of the recently-formed Aviation Funding Task Force, he was unable to attend its first meeting because of a conflict with Senator Jerry Twiggs' funeral. He stated that the task force was established to consider sources of revenue to use as match in anticipation of additional federal funds. The match is a concern to both the state and locals. The task force is comprised of airport managers, legislators, an Aeronautics Advisory Board (AAB) member, ITD staff, and other interested parties. Member Sweeney said that the Division of Aeronautics has been asked to report on other states' funding sources. He added that the military does not pay a fuel tax, although he believes it does pay a one-cent tax to Utah. Member Miller asked staff to provide information on this.

Chairman Winder distributed a draft agenda for next month's planning session and asked the Board to provide comments and feedback to Secretary Higgins within two weeks.

Treasure Valley Futures sent surveys to Chairman Winder and asked if the Board members would like to participate. The issues on the survey include growth, development, and transportation. The consensus of the Board was to wait until after the planning session scheduled next month, as that session will include some of the issues on the survey.

According to a recent Associated General Contractors Highway Facts Bulletin, the U.S. Department of Transportation (DOT) decided it must approve the states' Disadvantaged Business Enterprise (DBE) plans originally submitted to FHWA. Chairman Winder stated that the DOT has approved four plans, including Idaho's. He again commended ITD staff for its efforts in submitting Idaho's DBE Plan in a timely manner and for receiving FHWA and DOT approval.

Chairman Winder reported that a recent news article stated that Representative Helen Chenoweth-Hage expressed a desire to assist the Nez Perce County Commissioners with funding the Snake River Avenue slide. He asked if the Congressional Delegation received a report from

the Department on the investigation of the project and actions taken. CE Ross responded that a letter was sent to the Congressional Delegation stating that a review was conducted and no wrongdoing on behalf of ITD was found. He added that a performance audit discovered discrepancies. Some payments that the County authorized are questionable. The consensus of the Board was to have the Director brief Representative Chenoweth-Hage on the situation and inform her that the Board has been kept apprised of the events and supports the actions of the Department.

Chairman Winder referenced a letter the Department sent recently to tribal transportation planners inviting them to participate in the Intermodal Working Group (IWG). He believes it is important to include the tribes in the planning process. Member Miller noticed the letter stated that funding is available if that is a concern to the tribes. He questioned the source of those funds. Transportation Planning Administrator (TPA) Charles Rountree responded that federal planning funds would be available for the tribes' travel expenses. He added that the IWG meetings are generally a half day and are usually conducted three times per year, so expenses should be minimal. Member Miller asked if these funds are available to other participants of the IWG such as the metropolitan planning organizations (MPOs) and the Local Highway Technical Assistance Council. TPA Rountree reported that MPOs receive planning funds and the local entities can use STP funds for planning.

The Department received a letter from Roy Eiguren regarding additional routes for the 129,000-pound pilot project. Chairman Winder asked if staff has reviewed those routes to determine if they meet the criteria. Director Bower responded that staff has looked at those routes and he believes they are acceptable candidates for the pilot project.

Director's Items. Last week Director Bower and several ITD and FHWA staff attended a meeting in Ketchum to discuss SH-75. Director Bower praised District 4's efforts and said the meeting was well attended. He answered numerous questions from local officials and the public and added that safety was the major concern of those present. An environmental document will be started soon for the entire SH-75 corridor. This process will take two to three years and will probably result in the delay of projects currently in the Program. He believes a good course has been outlined and encouraged the residents of the Wood River Valley to stay involved in the process. In response to a question by Vice Chairman Combo, Director Bower replied that the Department plans on hiring a consultant to prepare the environmental document.

Director Bower recently attended an environmental streamlining meeting in Seattle with various federal and state officials from the Northwest. An agreement of principals will probably result, along with an effort to find one element in the process to streamline. He believes some progress was made and ITD will stay involved in this effort.

Last month the Board asked staff to revisit Board and Administrative Policies B- and A-18-10, Harassment in the Workplace because of an employee's concern with the inclusion of the term "sexual orientation" in the policy. Director Bower reported that the team established to revise the policy initially has researched the language in question. Director Bower believes the issue may be time consuming and asked if the issue should be revisited later to provide ample

time for discussion and to avoid getting behind schedule. The consensus of the Board was to delay this item until tomorrow. (See later minute entry.)

Because of a conflict with the Board meeting, Director Bower asked Consultant and Local Roads Engineer Nestor Fernandez to attend the CANAMEX meeting today in Nevada. The meeting was to act on the review team's recommendation to hire a consultant to perform the study. The next meeting will be in Boise in April.

Director Bower and Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar recently met with Senator Evan Frasure and with Representative Jim Kempton. Director Bower reported that a variety of topics were discussed and the meetings went well.

Next week Director Bower will attend the national Federal Lands Highway meeting in Nevada where he has been asked to speak.

Director Bower stated that the federal transportation appropriations bill includes an opt-in provision and states that do not have the opt-in provision will be penalized. Staff will prepare legislation for this provision, which requires that records, such as drivers license information, not be made available for general sale unless an individual signs a form consenting to the sale of the data.

Director Bower announced that Karen Sparkman has been promoted to the Chief of Civil Rights Manager position. Ms. Sparkman is currently working in the Department's Human Resource Section.

Member Blick joined the meeting at this time.

Recognition of Employees in Response to the American Trucking Association (ATA) vs. State of Idaho Lawsuit. Although the outcome of the ATA lawsuit has not been determined, Chairman Winder thanked several employees for their hard work on this case. The Board members realize these employees provided extra efforts and contributed extra time, including personal time, to assist the attorneys with this case, and they thanked the employees for their dedication and service. Vice Chairman Combo added that the individuals are a very fine example of state employees and also acknowledged the teamwork on the case. Director Bower added his appreciation and stated that the employees not only worked diligently on the ATA lawsuit, but also performed their regular, daily duties.

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

RES. NO. WHEREAS, the Idaho Transportation Department staff has been involved in an  
TB00-02 intense and complex lawsuit in the American Trucking Association (ATA) vs. the  
State of Idaho; and

WHEREAS, the lawsuit was filed in February 1997; and

WHEREAS, the trial was completed in December, 1999; and

WHEREAS, a number of ITD staff went above and beyond the call of duty in all stages of the recent trial; their efforts and assistance encompass a variety of areas that were important to the preparation of the State's case, including managing the volumes of documents and files; coordinating the document retention and case management efforts; providing reliable, fact-based information to support the State's case and to counter the ATA's evidence; serving as valuable resources in the preparation of the State's case; testifying as credible, expert witnesses; and providing thorough research and analysis of data; and

WHEREAS, these employees contributed extra time well above the norm, as well as a continuing effort and dedication in response to this lawsuit.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board commends Heidi Lewis, legal secretary; Stephanie Shryer, legal secretary; Jennifer Finke, motor vehicle audit unit supervisor; Doug Benzon, economics and research manager; and Jim Witherell, economics and research analyst, for the professionalism, dedication, and extra time and effort provided to the Department's legal team in response to the ATA vs. State of Idaho lawsuit; and

*BE IT FURTHER RESOLVED*, that the Board also recognizes and commends Deputy Attorneys General Michael S. Gilmore and Mary V. York for their exceptional leadership and professionalism in preparation and handling of the lawsuit at the trial court level; and

*BE IT FURTHER RESOLVED*, that the Board recognizes the team effort involved in handling a case of this magnitude and commends the ITD team for its excellent endeavors; the State of Idaho was well represented by the team and we say this regardless of whatever the ultimate outcome of the case may be.

Chairman Winder recognized Vice Chairman Combo's ten-year anniversary on the Transportation Board. He thanked Vice Chairman Combo for his service to the Board and extended the Board's appreciation for his dedication and commitment to transportation.

Northwest Boulevard Reconstruction, I-90 to Government Way, Key 3077, Coeur d'Alene, District 1. At the August Transportation Board meeting, the City of Coeur d'Alene requested funding assistance for the reconstruction of Northwest Boulevard, which is part of the I-90 Business route. In exchange, the City offered to assume jurisdiction of I-90B. District staff has been working with the City of Coeur d'Alene on this proposal. The City has concurred to funding 50% of the project, or approximately \$2.5 million, through various funding sources, including a local improvement district, bond sales, and traffic impact fees, according to CE Ross. He added that the District has \$700,000 in FY01 for an overlay project on this route that could be applied to this project, but the other revenue sources have not been identified yet.

Vice Chairman Combo made a motion, seconded by Member McClure, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board had given direction to staff to work  
TB00-03 with the City of Coeur d'Alene on the feasibility of funding the reconstruction of  
Northwest Boulevard; and

WHEREAS, the City of Coeur d'Alene has proposed to accept jurisdiction of I-90  
Business, Northwest Boulevard Interchange to Sherman Interchange, at mileposts  
0.126 to 3.661 if funding is obtained; and

WHEREAS, it would be advantageous to ITD to relinquish I-90B to the City; and

WHEREAS, the estimated project cost is \$5 million; and

WHEREAS, the City has agreed to fund 50% of the project cost.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board authorizes  
District 1 to negotiate with the City of Coeur d'Alene for development and  
construction costs, a sum not to exceed \$2.5 million, and that staff will identify  
and make a recommendation on the source of those funds; and

*BE IT FURTHER RESOLVED*, that the Board directs staff to proceed to work  
with the City to finalize an agreement to remove I-90B, from the Northwest  
Boulevard Interchange to Sherman Interchange, from the state system and the  
City will assume ownership upon total disbursement of funds.

In response to earlier questions, Director Bower reported that with the relinquishment of  
I-90B, the Department would still be in compliance with the requirement to provide access to  
county seats. Additionally, the route could still be signed as a business route if the city desires.  
Mayor Steve Judy believes the local businesses downtown want the route signed as a business  
route and added that the agreement can address the signing issue. Mayor Judy expressed his  
appreciation to the Board for its timeliness and assistance on this project.

The motion passed unanimously.

Dispute Review Board – Findings on Contract Claim, Project NH-4110(107), Key 5933,  
US-95, District 2. Pacific Pavement Recycling, Inc. appealed the Chief Engineer's decision on a  
construction contract claim to the Board in August. Pacific Pavement was seeking \$506,000 in  
additional compensation. The Board directed staff to work out an agreeable method to settle the  
contract claim and the two parties agreed to use a three member Dispute Review Board.

A two-day claim review was held last month, at which time Pacific Pavement amended  
its claim for equitable adjustment to \$374,342.45 and for a five-day extension of the contract.  
ITD's position was that the contractor was not entitled to an equitable adjustment or an extension  
of contract time. The Dispute Review Board issued a unanimous recommendation to award  
\$299,012.62 in additional compensation and to grant Pacific Pavement the additional five days  
of contract time for an additional \$3,500 in liquidated damages. This resulted in a total

recommendation of \$302,512.62 in additional compensation to the contractor. CE Ross reported that staff has no objection to the Dispute Review Board's recommendation.

Vice Chairman Combo made a motion to approve the decision of the Dispute Review Board and abide by the decision that Pacific Pavement Recycling, Inc., is to be awarded \$302,512.62 in additional compensation. Member Miller seconded the motion.

Member Sweeney expressed concern that this may result in more claims going to a Dispute Review Board because of this favorable recommendation for the contractor. Although Member Blick also has concerns with this recommendation, he believes the Board should abide by the Dispute Review Board's recommendation because the Board asked staff to negotiate an agreement with the contractor. Chairman Winder concurred with Members Sweeney and Blick, but added that he believes the Dispute Review Board listened to both parties and considered all of the facts before reaching a decision.

DAG McMahon does not believe more contractors will file claims and proceed to a Dispute Review Board. The existing policy states that all claims may proceed to the Board after the Chief Engineer denies the claims. The process has been unstructured in the past and staff would like to see a more consistent, structured process. CE Ross echoed DAG McMahon's comments and added that it is up to the Department to make this process work.

Because the Dispute Review Board recommended compensation, Vice Chairman Combo suggested staff reconsider entitlement when reviewing claims. Member Blick added that he believes more responsibility should be placed on the contractor when bidding projects. The contractor should be more familiar with the project and the conditions.

The motion passed unopposed.

State Institution Road Improvement Project. CE Ross reported that Board Policy B-05-15, State Institution Road Improvement, allows up to \$30,000 annually for road improvements for a state institution. The request from the state agency must be approved by the Governor before the Board is to consider it. The Department has received a letter from Governor Kempthorne approving \$30,000 for a road maintenance project at the Idaho State University, which was the only project requested.

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

RES. NO. WHEREAS, Idaho Code Section 40-310(14) establishes a program for the  
TB00-04 construction, alteration, repair and maintenance of roadways in, through and  
around the grounds of state institutions; and

WHEREAS, the Idaho Transportation Board has authorized an amount up to \$30,000 annually for this program under Board Policy B-05-15, State Institution Road Improvement; and

WHEREAS, the Transportation Department has recently received a request from Idaho State University for a road maintenance project in the amount of \$30,000; and

WHEREAS, the project is Dillon Street, a large driveway into the parking area for the Student Union, and the repairs entail cut and patch of a large damaged area, then sealcoat the entire length (800 – 1200 LF, 26 Ft. wide); and

WHEREAS, the Division of Public Works has approved this request and forwarded it to the Governor's Office; and

WHEREAS, the Governor has approved this request in a letter dated January 10, 2000 to the Transportation Board.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board authorizes the Division of Highways to transfer the funding to the Division of Public Works for the proposed project; and

*BE IT FURTHER RESOLVED*, that the Division of Public Works will administer or cause to be administered the Board-approved project including all phases of project development, construction, and final cost accounting.

Annual Information Services (IS) Report. Chief of Information Systems (CIS) Mark Richardson summarized the activities in IS for the past year. Some of the major accomplishments included ensuring Y2K compliance, upgrading the Integrated Financial Management System, expanding the NT network, and continuing progress to formalize and promote the Department's web site. Some of the projects for the current calendar year include completing existing projects, such as installing help desk software and implementing the new wide area network redesign; continuing work on the internet and intranet; creating an enterprise data model; and upgrading for and implementing Office 2000.

CIS Richardson concluded by stating that the major issues and challenges facing IS are in the personnel arena. Employee turnover and retention continues to be a concern, along with the current pay scale and difficulty recruiting qualified replacements. Also, the requested work is more than the available resources can handle. He extended appreciation to the Board and management for its support, and added that he is proud of the accomplishments of the Bureau.

Chairman Winder thanked CIS Richardson for the informative presentation. Earlier, the Board heard concerns from the District staff that there was poor communication and the Districts' input was not sought on areas that impacted them. He also stressed the importance of security for the Department's information systems.

CIS Richardson concurred that security is a big concern and is being addressed. He also reported that communication efforts with the Districts have improved. One of the successes in that area has been the quarterly meetings with the District Coordinators.

Annual Report from the Division of Aeronautics. Chairman Winder welcomed AAB Members Bill Parish, Bob Hoff, and Russ Westerberg to the meeting. Aeronautics Administrator (AA) Bart Welsh reported that the revenue for the Division of Aeronautics was over \$1.9 million in FY99, with the bulk of that from the jet fuel tax. The majority of expenditures were for planning and development, airport projects, and state grants. He provided an overview of the aviation safety education efforts and the airpool operations. Mark Young summarized the search and rescue and maintenance activities for the year and Wayne Pickerill concluded with a report on airport development and planning.

Chairman Winder thanked the gentlemen for the informative report.

Luncheon with the AAB. The Board had an informal luncheon meeting with the AAB and Representative Christian Zimmermann. Representative Zimmerman stated that he met with Congressman Mike Simpson recently and one of the major issues of discussion was the Canadian border crossing. AA Welsh gave a brief report on the Aviation Funding Task Force's meeting, where a number of possible revenue sources was discussed. Feasible options will be explored and a strategy defined.

Transportation Department's Annual Presentation to the Legislative Joint Germane Committee. The Board attended the legislative committee meeting at the State Capitol at 1:30 PM. Staff reported on various activities in the Divisions of Motor Vehicles, Public Transportation, Aeronautics, and Highways, plus the Office of Highway Safety, and an overview of the proposed FY01 budget was provided.

WHEREUPON the meeting recessed at 3:15 PM.

January 21, 2000

The Transportation Board met at the Idaho State Capitol in Boise at 8:30 AM on Friday, January 21 for the Department's Special Report to the Joint Finance and Appropriations Committee. Staff reported on the vehicle investment program, the state aircraft program, public information for safety, and studded tires as required by legislation. Because time allowed, a report on the 129,000-pound pilot project and interstate speed limits and an update on technology were also provided.

The regular Board meeting reconvened at 10:15 AM, at the Transportation Department in Boise. All members were present except Member McHugh.

Update on the I-84 Corridor Study. Clair Bowman, Executive Director of Community Planning Association of Southwest Idaho (COMPASS), reviewed the primary components of the I-84 corridor study. He elaborated on the component to perform air quality analyses before spending additional funds on project costing and stated the lawsuit regarding Ada County's status of particulate matter is still in the 9<sup>th</sup> Circuit Court. Mr. Bowman also emphasized that local government officials were added to the Treasure Valley Transportation Team and these new players will need to be brought up to speed on the activities to date. Dave Butzier,

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Centennial Engineering, summarized the schedule for analyzing a future interchange in Canyon County, including extensive public involvement, followed by a recommendation on an interchange to the Transportation Board in April.

Member McClure asked for an explanation of bringing the new team members up to speed and whether that will add additional cost and time to the study. He expressed concern with this change of event. Mr. Bowman will hold meetings with the new players to educate them on the process of the study and the activities to date. Although Mr. Bowman anticipates some additional costs for this step, he believes COMPASS will be able to provide the funding for that; however, he does not expect this effort will cause any delays in the study schedule. The study is still expected to be completed in December. Mr. Butzier emphasized the need for all of the agencies involved to embrace the results of the study.

Chairman Winder thanked Messrs. Bowman and Butzier for the briefing on this study.

Annual Safety Rest Area Status Report and Updated Planning Map. Roadside Manager Gene Ross provided an overview of rest area activities statewide, including installation of new signs and a continued focus on providing additional parking places for trucks. He reported on the status of each rest area by District. Major changes include a proposal to construct a new rest area in District 2. Public meetings are being conducted to determine the location, proposed on US-95 between Cottonwood and Winchester. District 3 is working on plans to build a new rest area along SH-55 in the Round Valley area in FY02, and District 4 is looking into the feasibility of closing the Hagerman Rest Area. In conclusion, he stated that the Department will continue evaluating the costs of rest areas and looking at improvements, working with the Departments of Commerce and Parks and Recreation, and monitoring the national Oasis Program.

Member Miller believes significant improvements have been made to the rest areas in the state, but added that additional improvements are needed. He encouraged staff to continue making the rest area program a high priority. He added his support to add truck-parking spaces, as he has seen trucks parked on ramps and unofficial parking places during early morning hours and believes that is a safety issue.

Member Blick encouraged an aggressive public relations effort when rest areas are closed either temporarily for maintenance or permanently. Although he does not object to the proposed closure of the Hagerman Rest Area, he believes there will be a negative response from the traveling public.

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

RES. NO.      WHEREAS, Board Policy B-05-14, Safety Rest Areas, requires the Chief  
TB00-05      Engineer to prepare and submit annually an updated rest area planning map, along  
with a brief status report, to the Board for review and approval; and

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

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

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

WHEREAS, tourist and traveler information is an integral function of ITD rest areas, in particular, those rest areas with staffed or unstaffed visitor information centers.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the updated rest area planning map dated January 2000, and the rest area status report; and

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

*BE IT FURTHER RESOLVED*, that ITD staff is directed to work with federal, state, and local tourist and economic development agencies to provide information in ITD rest areas, which will complement motorist services, conveniences, and safety.

Supplemental Consultant Construction Services, Wye Interchange, IM-STP-IR-184-1(008)0, Key 2520, I-84, District 3. District 3 Regional Engineer (RE) Eric Shannon reported that Parsons Brinkerhoff has an existing agreement to provide construction inspection and management services to supplement the District staff for the Wye interchange project. The Department is pleased with the consultant's work and due to the large and complex nature of this project, would like to continue the services through the completion of the project. An amount of \$1,290,000 was previously authorized for construction engineering. Staff is requesting an additional \$1,736,076, which should be sufficient to complete the project, including claims analysis. RE Shannon added that ITD does not have a lot of experience hiring consultants for construction engineering, so in a sense this was a pilot project.

In response to Member Blick's question on the total cost of the project, RE Shannon reported \$48 million. Member Blick said the percentage for construction engineering seems high. CE Ross said the construction engineering costs usually average 7-8% of the project. The Board questioned the number of employees overseeing the construction engineering, both in-house and hired consultants, as well as that number versus the number of construction workers on the project. Currently, there are 32 ITD employees and 16 consultants providing construction engineering services on the project, according to RE Shannon. The number of consultants would increase to 24 if the supplemental agreement is approved. He did not know the ratio of

construction engineering employees to construction workers, but would obtain that information for the Board.

Member Blick questioned utilizing ITD staff instead of consultants to provide training and enable Department employees to acquire the knowledge and experience on a project of this size and complexity. He asked if having an adequate, qualified staff for this type of work will be needed in the future, particularly with the increased federal funds the Department is receiving and the large construction program. CE Ross concurred that the Wye project is the largest project in the state's history and that he anticipates seeing more large, complex projects in the Program in the future. But because the Program fluctuates, CE Ross prefers hiring consultants to balance ITD's workload, especially during peak times and for large projects like this one. He emphasized that overall the consultants are doing an excellent job and he would like to continue utilizing them as needed. He added that he believes the construction engineering services for this project are very comparable with other projects.

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

RES. NO. WHEREAS, the I-84, Wye Interchange project, IM-STP-IR-184(1(008)0, key  
TB00-06 2520, District 3, is of regional and statewide importance; and

WHEREAS, current construction workload and the complexity of this project requires additional construction inspection and management assistance; and

WHEREAS, the Transportation Department has been satisfied with the performance of Parsons Brinkerhoff with the construction services rendered to date; and

WHEREAS, additional funding is required to continue with construction inspection and management services for this project.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves and authorizes the allocation of \$1,736,076 for a supplemental agreement for Parsons Brinkerhoff to continue to perform construction services for the above-referenced project to ensure that the project is constructed per specification and in a timely manner.

Consultant-Designed Projects vs. Low Bid Amount. At the Board's request, Roadway Design Engineer (RDE) Greg Laragan provided a briefing on how the engineer's estimate on consultant-designed projects compares to the bid amount. He summarized the process to develop the engineer's estimates. History from 1995 through 1998 indicates close estimating for both state-designed and consultant-designed projects; however, since FY97, the engineer's estimates prepared by consultant designers have more accurately reflected the contract bid amounts. Although RDE Laragan cannot say why this has occurred, he reported that this trend started at the time the state moved into the metric measurement system. Also, the value of projects designed by ITD personnel has been significantly larger than the projects designed by consultants, but that changed in 1999. That trend is expected to continue, and the engineer's estimate versus bid amount data could be re-evaluated in the future.

The Board thanked RDE Laragan for the informative briefing.

Statewide Transportation Improvement Program (STIP) Update Process and Schedule. Intermodal Planning Manager Pat Raino summarized the planning process to update the STIP, which begins in November, and outlined the extensive public involvement process. She also emphasized the importance of the STIP schedule, particularly for the MPOs and local entities.

Chairman Winder thanked Ms. Raino for the briefing.

Update on Technology Master Plan. Due to time constraints and because staff is planning on giving a complete report on the Department's Technology Master Plan at an upcoming meeting, Chairman Winder suggested removing the brief update on the plan from this meeting's agenda. The Board concurred.

Board and Administrative Policies B- and A-06-42, Bidding and Contracting Rental Equipment, Revisited. By Idaho Code, the Transportation Board is charged with construction and maintenance of highways, according to DAG McMahon. He stated that this is separate authority from what the Division of Public Works is charged with. The statute states that ITD can do the work, it can enter into agreements with local entities to do the work, or it can contract the work out. Chapter 9, Title 40 was recodified in 1995 and combined language regarding ITD and the local entities. Highway Districts are limited to \$25,000 for rental equipment, but there is no parallel restriction for the state, so the Board can set the rental limit for the Department.

Vice Chairman Combo made a motion to approve the revisions to Board Policy B-06-42, Bidding and Contracting Rental Equipment, raising the equipment rental rate to \$50,000 per project. Member Blick seconded the motion.

Member McClure believes renting equipment up to \$50,000 involves a large project and believes those projects would exceed the \$100,000 limit for state forces. He believes the \$50,000 may be appropriate for emergencies. He recommended leaving the rental limit at \$25,000 and suggested addressing emergency situations under a separate policy. Member Sweeney believes the Board needs to provide flexibility to the staff. He does not think this \$50,000 limit would be abused, but reminded the members that they have the authority to revisit and revise the policy.

Member McClure made a substitute motion to table Board Policy B-06-42, Bidding and Contracting Rental Equipment, until staff can research provisions on emergency situations and report back to the Board. Vice Chairman Combo seconded the motion.

Vice Chairman Combo believes the \$50,000 limit is appropriate for emergency situations, and suggested enacting the higher limit in case of emergencies before the Board has an opportunity to revisit this issue.

The Board approved the substitute motion on a 3-2 vote.

Member Blick made a motion to raise the limit on rental equipment to \$50,000 for emergencies to be in effect until the Board can revisit B-06-42 when staff reports on how

emergency situations are addressed. Vice Chairman Combo seconded the motion and it passed unanimously.

Video Presentation. Public Affairs Officer Jeff Stratten showed recent news excerpts from the Treasure Valley television stations focusing on the Wye Interchange project, the SH-21 closures due to heavy snowfall and avalanches, and public meetings in Donnelly and Cascade for the proposed SH-55 passing lanes in those areas.

Chairman Winder thanked Mr. Stratten for the presentation. Member McClure commended Mr. Stratten and his staff for the positive news briefings. Although some of these issues negatively impact the traveling public, he believes all of the media coverage the Department has received lately has been positive.

Legislative Update. BPIRM Detmar reviewed the Department's administrative rule schedule and mentioned ITD's five pieces of legislation. She told the Board that the Legislature has high credibility for the Department and appreciates staff's responsiveness and accuracy when providing requested information. She added that public information efforts over the years have also helped to eliminate negativity, as the public is educated and kept better informed of activities within the Department.

The Board commended staff for the excellent legislative presentations yesterday and this morning. Chairman Winder added that the presentations were well received by the legislators, and he was pleased that the Board members were able to attend the two legislative committee meetings. Member Blick added that not only were the legislative presentations impressive, but also when staff makes presentations to the Board, the presentations are professional, informative, and very well done.

BPIRM Detmar reported that the Governor's budget recommendation included cutting the internet/intranet program enhancement, a slight reduction for information technology salary equity, and a 3.5% change in employee compensation.

Chairman Winder thanked BPIRM Detmar for the update and especially for her efforts with the legislative presentations.

Board and Administrative Policies B- and A-18-10. Harassment in the Workplace, Revisited. Chief of Administration Dick Transtrum reported that the team established to revise the above policies initially researched the latest strategies regarding the term sexual orientation. The team considered how other states and other Idaho State agencies address this issue and also reviewed federal law. After extensive research and deliberation, the team believes the sexual orientation language is appropriate and recommends retaining the wording in the current policies on Harassment in the Workplace.

Vice Chairman Combo made a motion, seconded by Member Blick, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board did promulgate Board Policy  
TB00-07 B-18-10, Harassment in the Workplace at its meeting on November 18, 1999; and

WHEREAS, the policy has been disseminated to all employees of the Transportation Department; and

WHEREAS, the Transportation Board received an objection to the inclusion of "sexual orientation" in the policy from an employee of ITD; and

WHEREAS, the Board, at its December meeting, referred the objection to the Director and requested a report to the Board, including comments from the group which put together the proposed policy, to review the policy and provide a recommendation to the Board; and

WHEREAS, at its meeting today, the Board received a comprehensive summary from Dick Transtrum, Chief of Administration, on the policy and language, including information from other states and other Idaho State agencies, plus the Division of Human Resources, and a recommendation to leave the questioned language in the policy.

*NOW THEREFORE BE IT RESOLVED*, by the Idaho Transportation Board that the policy remain as promulgated in November 1999.

Member Sweeney asked if this could translate into a partner receiving all of the benefits of a married couple. DAG McMahon replied no. He elaborated that by its context in the policy, it reflects the types of harassment that will not be tolerated in the work place, and it does not affect any other areas.

The motion passed unanimously.

Old/New Business. Member Blick said that he has received some calls regarding the operation of the Hollister Port of Entry. He believes it is a set schedule that the majority of truckers know, which can lead to evasion of the laws if the truckers know when the Port is closed. He asked staff to report on the operating schedule of Hollister POE and how this schedule compares to other Ports.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 12:50 PM, Member Sweeney made a motion, seconded by Member Miller, to meet in executive session to discuss personnel issues. The motion passed unanimously.

The Board came out of executive session at 1:20 PM. No decisions were made.

WHEREUPON, the regular monthly Board meeting officially adjourned at 1:20 PM.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
February 17, 2000  
Boise, Idaho

January 21, 2000

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 17-18, 2000

The Idaho Transportation Board met at 8:20 AM, on Thursday, February 17, in Boise, Idaho at the Transportation Department to review the agenda. The following principals were present:

Charles L. Winder, Chairman  
 John X. Combo, Vice Chairman – District 6  
 John McHugh, Member – District 1  
 Bruce Sweeney, Member – District 2  
 Monte C. McClure, Member – District 3  
 Gary Blick, Member - District 4  
 Neil Miller, Member – District 5  
 Sue S. Higgins, Secretary to the Board  
 Dwight Bower, Director  
 Jimmy Ross, Chief Engineer  
 Jack McMahon, Deputy Attorney General

Chairman Winder officially called the meeting to order at 8:30 AM.

Election of Vice Chairman. Member Blick made a motion to reelect Vice Chairman Combo as Vice Chairman. Member Miller seconded the motion and it passed unopposed.

January 20-21, 2000 Board Minutes. Vice Chairman Combo made a motion, seconded by Member Miller, to approve the minutes of the Board meeting held on January 20-21, 2000 as submitted. The motion passed unanimously.

Board Meeting Dates. The consensus of the Board was to discuss its meeting dates and tour schedule at the planning session tomorrow. (See later minute entry.)

Consent Calendar. Member Blick expressed concern with the staffing schedule at the Hollister Port of Entry and asked for additional information on the operation schedule at a future meeting. Vice Chairman Combo made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board has  
 TB00-08 received and reviewed the information on military fuel taxes, the Hollister Port of Entry staffing schedule, the contract award information, the new and supplemental professional agreements report, and the speed minute entry changes.

1) Military Fuel Taxes. The military in most states, including Idaho, does not pay a tax on aviation fuel. Per Utah Code, the military pays Utah tax only on retail purchases not on military bases or facilities and then only on sales of less than 750 gallons.

February 17, 2000

In Idaho the military is exempt from aviation fuel taxes in two different ways: 1) Fuel delivered to a military aircraft at a government facility is not subject to state taxes. Mountain Home Air Force Base is covered by this definition. 2) The Idaho National Guard is exempt from paying fuel tax by Idaho Code, Section 63-2407 Paragraph (6). This section deals with authorized deductions (exemptions).

2) Hollister Port of Entry (POE) Staffing Schedule. Two inspectors work ten-hour shifts, typically Mondays and Fridays 6 AM to 4 PM, and Tuesdays, Wednesdays and Thursdays 6 AM to 1:30 AM. This schedule allows the POE to be open during weekday core business hours in order to provide motor carrier services such as temporary and permanent vehicle licensing and overlegal permits in addition to the size and weight enforcement activities. A regular staffing schedule encourages some truck operators to use US-93 only during those times when the Hollister Port is unmanned. On a random basis, additional staffing is utilized from roving units to supplement size and weight enforcement on weekends and after hours. The Bonners Ferry POE is also staffed by two POE inspectors and operated on a similar schedule; however, staffing hours are expected to change when the new facility is opened this month.

3) Contract Award Information. The Board acknowledged action on the following construction bids in accordance with Board Policy B-14-06:

IMG-0001(107), key 6249 – FY00 District 1 Pavement Striping, I-90, Kootenai and Shoshone Counties. Low bidder: Apply-A-Line, Inc., Pacific, Washington - \$53,475.44.

IMG-0005(105) and IMG-0006(104), keys 6252 and 6253 - District 5 and 6 Pavement Striping, I-86 and I-15, Various Counties. Low bidder: Promark, Inc., Lolo, Montana - \$205,129.15.

ST-3110(627), key 7916 – Upper Mann's Creek, US-95, Washington County, District 3. Low bidder: Emery Brothers Construction, Filer, Idaho - \$136,503.86.

4) New and Supplemental Professional Agreements Report. The Consultant Administration Unit processed \$3,884,853 in new and supplemental agreements between January 6 and February 2.

5) Speed Minute Entry Changes. The existing 25-mile per hour (mph) speed limit within the City of Troy on SH-8, District 2, was extended from milepost (MP) 14.15 to 13.861. The existing 35-mph transition zone was also extended from MP 13.845 to 13.66 via city ordinance.

The existing 45-mph and 65-mph zones were shortened and a 55-mph transition zone was added between the 45-mph and 65-mph zones in the Goff Bridge area. District 2 requested these changes based on the improvements made to the section of US-95 between MP 197.1 and 197.6.

The speed limit on Coeur d'Alene Lake Drive in District 1 was decreased from 45-mph to 35-mph between MP 19.6 and 20.28. This change, requested by the Department of Parks and Recreation, created a 35-mph zone to help transition into the congested area around the boat launch and parking lot where there is a high number of pedestrians.

Board Items. Vice Chairman Combo requested a future staff presentation on access control, particularly as it relates to four-lane highways.

Member McHugh expressed concern with a recent newspaper excerpt that called the Board a derogatory name. He asked if the Board has any recourse or if it should ignore the comment. DAG McMahon said the law is very protective of the first amendment and suggested the Board take no action. Chairman Winder indicated this issue would be discussed at the Board's planning session. (See later minute entry.)

Member Miller reported that he visited with District Engineer (DE) Ed Bala about anti-skid material. A team is researching the most effective material. He encouraged the Board's support for the team to carefully review the specifications and continue efforts to reduce damage to vehicles. He said consideration needs to be given to the cost of cleaning up the sand and believes magnesium chloride may be more practical and cost effective. Chairman Winder added that air quality is another issue that must be taken into account.

Chairman Winder reported that the appraisal for the Stanley Airport has not been completed. The appraisal is expected to be done by the end of this month. Both ITD staff and Forest Service staff will need to review it, which may take several weeks. Aeronautics Administrator Bart Welsh added that the Harrah Trust is aware of the status of the appraisal.

Chairman Winder informed the Board that he was approached several weeks ago by a citizen inquiring about a fund for a veterans cemetery. There has been ongoing discussions for some time on establishing a veterans cemetery with federal funds. There is now a proposal to divert funds from the veterans license plate to maintain such a cemetery.

Vice Chairman Combo made a motion to support utilizing funds from the veterans license plate for a veterans' cemetery, as proposed in House Bill 576. Member Miller seconded the motion and it passed unopposed.

Member McHugh recently attended a meeting regarding the Cascadia route. He believes the initial goal of developing an alternate route for I-5 has been diluted and too many alternate routes are being explored. With the enlarged focus, he questioned how much the group will accomplish. He added that Representative Hilde Kellogg is very supportive of and interested in this issue and he believes ITD should stay involved. Member McHugh plans to attend the next Cascadia Group meeting scheduled in Post Falls in June. Chairman Winder thanked Member McHugh for his participation in this endeavor.

Legislative Update. Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar briefed the Board on legislative activities. ITD's proposal to change the flag size for projecting loads has passed the House and is in the Senate Transportation Committee. The repeat driving under the influence offenders legislation has been sent for amendments to include reference to the federal code citation and the open container legislation was sent out with a "do pass" recommendation. The other two pieces, restricted access and written consent, or the opt-in provision, are both in the Senate Transportation Committee.

BPIRM Detmar reported on proposals impacting the composition of the Aeronautics Advisory Board, the Traffic Safety Commission, and the public transportation committees. She elaborated on the legislation to expand the 129,000-pound pilot project routes. The proposal also includes limiting the commodities hauled to agricultural and mineral products, providing a penalty for violating routes and weights, requiring written permits from local jurisdictions, extending the pilot project to July 1, 2003, and clarifying that truck speeds apply to 5-plus axle trucks regardless of weight. Member Blick expressed opposition to the pilot project and does not believe it is working effectively. A total of 18 permits were issued for operation last year to six companies. He believes it is poor legislation and would prefer if the pilot project would be eliminated.

Member McHugh made a motion to endorse the legislative proposals regarding secondary safety restraints for the operator and all occupants of a vehicle and the primary safety restraint for the operator of a vehicle with minor passengers. Member Sweeney seconded the motion.

Member Miller questioned the Board's responsibility regarding legislation and whether the Board should only provide information and help facilitate legislation. Chairman Winder said he would like to discuss this issue at the planning session. Occasionally he testifies on legislation and is asked what the Board's position is. BPIRM Detmar added that it is sometimes helpful for staff to know the Board's position.

Member McHugh said the Board approves submitting legislation and often discusses other bills, and he believes the Board should act on legislation, especially safety issues. Member McHugh withdrew the motion. (See later minute entry.)

Director's Items. Director Bower asked Senior Transportation Planner Matthew Moore to provide an update on the air quality status for northern Ada County. Mr. Moore reported that EPA is supposedly planning to publish a rulemaking notice which would rescind the revocation of the PM10 nonattainment area designation for northern Ada County, but this has not been confirmed. If this designation were to occur, some form of transportation conformity requirements would apply. Several large state and county projects worth an estimated \$100 million could be affected.

Because of the huge impact to transportation in the area, Chairman Winder asked staff to determine if ITD should be involved and participate in this issue.

The President's proposed budget has been submitted to Congress, according to Director Bower. The Revenue Aligned Budget Authority portion is approximately \$3 billion, which is almost double the FY00 amount, however, the proposed budget re-directs some of the money and does not follow the TEA-21 legislation. Staff will continue monitoring the appropriations bill, which also addresses emergency relief funding and discretionary funds, and will work with Idaho's Congressional Delegation on these issues. Information on the discretionary funds needs to be submitted by March 15. Staff will keep the Board apprised of activities on these funds.

Director Bower said the next CANAMEX meeting will be April 27 in Idaho Falls.

The Office of Highway Safety is sponsoring a seat belt summit today. Law enforcement officials, prosecutors and judges have been invited to attend. Although Director Bower was initially asked to speak at the luncheon, he has invited Senator Riggs to speak on his two legislative proposals regarding safety restraints.

Federal Transit Administration 5309 Congressional Request. Public Transportation Administrator (PTA) Larry Falkner stated that the Idaho Transit Coalition has been established to request a Congressional earmark for discretionary funds for public transportation. ITD staff has provided support to the Coalition in addition to the consultant the Coalition hired in Washington, DC to work on this issue. PTA Falkner said he believes these Congressional funds will be beneficial to the state and will not impact the regular federal funds Idaho receives.

Terri Ottens, Executive Director of the Community Transit Association of Idaho (CTAI) and Idaho Transit Coalition Coordinator, elaborated on the proposal. Ada County Highway District, Boise City Division of Aviation and Public Transportation, Boise State University, the Council on Aging and Human Services, Ketchum/Sun Valley Regional Transit, the City of Lewiston, the Nez Perce Tribe, the City of Pocatello, and TRANS IV buses are requesting FY01 funds in the amount of \$6,813,123. Additional entities are joining these groups in developing and requesting funds for five-year plans, for fiscal years 2001-2005. PTA Falkner added that other groups are eligible and have been invited to participate, however, they have to guarantee that they have the matching money. Vice Chairman Combo believes others will see the success of this program and participate.

Ms. Ottens said CTAI and the Coalition are very excited about this opportunity and that it would not have been possible without ITD's assistance and support. Although it is doubtful all of the requests will be funded, she is optimistic that Idaho will receive some of the 5309 funds. She added that the applications have to be submitted to Congress by March 10 and that the Board will receive copies of the applications.

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

RES. NO. WHEREAS, public transit advocates in Idaho have long been aware of the need to  
TB00-09 improve public transportation; and

WHEREAS, this awareness has resulted in the formation of the Idaho Transit Coalition to prepare a formal Congressional Request for FTA Section 5309 Capital Program funds in federal fiscal year 2001; and

WHEREAS, the Idaho Transportation Department recognizes the need to improve public transportation by providing technical assistance to the Idaho Transit Coalition; and

WHEREAS, Idaho's Section 5309 Congressional Request for federal fiscal year 2001 does not require additional ITD staffing resources nor alter current funding commitments by the state; and

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WHEREAS, the Idaho Transportation Department supports efforts of the Idaho Transit Coalition to improve public transportation resources in the state of Idaho by making a single, consolidated statewide Congressional Request.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board supports the efforts of the Idaho Transit Coalition in its efforts to prepare and submit a Congressional Request for Section 5309 Capital funding for fiscal year 2001.

Annual Report on Human Resources. Training and Development Manager Marcia Aitken elaborated on the training and organizational development provided to employees last year. Consultations were also provided in a variety of categories, including dissatisfaction with the work environment, analyzing work loads, identifying career development options, and advising on interviewing and hiring procedures.

Mary Harker, Human Resource Manager, outlined the systems approach used to fill vacant positions within the Department. Retention and recruitment of employees was a major focus last year and considerable work was done with the recently-created Division of Human Resources in this arena. Ms. Harker believes improvements were made to the process, such as developing electronic processes for job announcements and recruitment, improving the register process time frame, and establishing a web site for job openings.

Another area of focus has been the change in employee compensation (CEC), although the Department usually does not have a lot of flexibility with salary issues. Ms. Harker said the average position in the state is 10% behind the market rate. This year the legislative proposal includes increasing the payline 5% while funding salary increases at 3.5%. Enhancements to the retirement package are also being considered. She anticipates that the Division of Financial Management will be forwarding guidelines on the approved CEC. Director Bower added that the Executive Team will prepare a recommendation and submit it to the Board. In the past, the Department has tried to base increases on performance.

Vice Chairman Combo commented that the 5% turnover rate speaks highly of the Department. The Board thanked staff for the informative presentation.

Seat Belt Summit Luncheon. The Board joined the participants of the seat belt summit for lunch at the Owyhee Plaza, Boise. After brief opening remarks thanking the participants for attending the summit and stressing ITD's commitment to safety, Director Bower introduced Senator Jack Riggs. Senator Riggs elaborated on his two legislative proposals regarding seat belt usage and answered questions from the attendees.

The meeting resumed at the Idaho Transportation Department. Member Blick was excused to attend his Senate confirmation hearing.

Annual Report on Audits. Internal Review Manager Carri Rosti provided an overview of the Internal Review Section, its functions, and staff. She reviewed the audits completed in 1999, including the financial management fiduciary audit, a review of the Integrated Financial

Management System project development, a review of the equipment buy-back program, and a review of the Y2K consultant billings. Some of the external audits and reviews consisted of pre-award audits of consultant agreements, one construction claim, and an audit of a public transportation subgrantee.

The work plan for 2000 includes continuing the financial management fiduciary audit, reviewing stockpiles, change orders, and claims processing, and auditing some additional public transportation subgrantees. Ms. Rosti also stated that her staff is involved in various teams within the Department and works with other states, particularly on peer reviews.

Member McHugh complimented staff's efforts in the peer review arena. He believes those reviews are beneficial and a good practice. Chairman Winder thanked Ms. Rosti for the presentation.

System Action for Snake River Avenue in Lewiston, District 2. The City of Lewiston has requested Board consideration to add the Snake River Avenue to the state's highway system. The city requested this action several years ago, and was told to wait until the Bryden Canyon Road was opened and traffic patterns from that action were established and impacts known. Senior Transportation Planner Garry Young expressed concern that this route begins and ends in the same municipality, which would be a new precedent for a state highway. He added that the Department's criteria for adding routes to its system was developed for rural routes and is not as applicable to urban routes. One option, according to Mr. Young, would be to complete a corridor study of the area before any action is taken.

The consensus of the Board was to have Member Sweeney meet with DE Jim Carpenter and city officials and relay that information to the Board Subcommittee on Additions to and Deletions from the State Highway System for consideration.

Board Policy B-06-42, Bidding and Contracting Rental Equipment. CE Ross asked that this item be pulled from the agenda so staff can revisit the issue before providing a recommendation to the Board. The Board concurred.

Delay of Federal Bridge Replacement Projects on SH-55 (Key 7157) and SH-21 (Key 6634), District 3. The I-84, Oregon State Line to Black Canyon Interchange project was bid at 5% higher than the engineer's estimate, requiring an offset of \$1,195,725. Additionally, the Board approved an increase in the consultant inspection services for the I-184, Wye Interchange project last month, with funding in the amount of \$823,509 to be identified. Highway Programming Manager (HPM) Dave Amick reported that staff is proposing delaying two bridge replacement projects to make up these cost differences. The projects, which would be delayed from FY00 to FY01, are the SH-21, New York Gulch Bridges, key 6634, for \$1,916,000 and the SH-55, Lake Fork Canal Bridge, key 7157, for \$695,000.

Although both bridge projects are essentially ready for advertisement, a new threatened and endangered species which was recently added to the list may be present at Lake Fork, requiring a site survey in late summer. The New York Gulch Bridges project design is in the final stages of establishing a wetlands mitigation site. The delay of the projects will not affect

the anticipated time of construction, as an early fall advertisement is anticipated, which is appropriate for FY01. If approved, these changes would be noted in Supplement 00-2.

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

RES. NO. WHEREAS, the I-84, Oregon State Line to Black Canyon Interchange project and  
TB00-10 the I-184, Wye Interchange project is of regional and statewide importance; and

WHEREAS, the low bid for the I-84, Oregon State Line to Black Canyon Interchange project is over the engineer's estimate; and

WHEREAS, the Transportation Department has awarded the contract for the construction of the I-84, Oregon State Line to Black Canyon Interchange project; and

WHEREAS, additional funding is required to provide funding offsets in order to continue with the construction as well as construction inspection and management services for these projects; and

WHEREAS, the anticipated early fall 2000 advertisement of two federal bridge projects is suitable for federal FY01.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the delay to FY01 of the SH-55, Lake Fork Canal Bridge and the SH-21, New York Gulch Bridges bridge replacement projects due to readiness considerations and to provide the federal funding required for award of the I-84, Oregon State Line to Black Canyon Interchange project and the remainder of the I-184, Wye Consultant Inspection Agreement.

Chief Engineer's Items. CE Ross reported that the Department received a letter from the Department of Fish and Game instructing ITD to vacate the property where the Hagerman Rest Area is located. The land was given to Fish and Game for environmental enhancement purposes. An audit has been performed and indicated that the land is not being utilized as intended, so the rest area must be removed. The Department is working with Fish and Game on this issue.

In response to a number of newspaper articles recently on US-95, staff has developed a map of US-95 that shows the crash site locations from 1997-1999 along with the locations of projects programmed in the FY00-04 plus preliminary development Program. CE Ross distributed copies of the map to each member.

Member Blick rejoined the meeting at this time.

100 South Road/SH-79 Traffic Signal, City of Jerome, District 4. HPM Amick summarized the City of Jerome's earlier request to construct a traffic signal at 100 South Road and SH-79 now and be reimbursed by the state for its share of the project later. The District will propose a project in the amount of \$150,000 from State funds in the draft FY01-05 Highway

Development Program. Staff reviewed the proposal and determined that a traffic signal is warranted.

Member Blick questioned the status of the proposed traffic signal at 200 South Road and SH-79. DE Devin Rigby said staff is processing the permit, but it is doubtful the project will be recommended because the signal would not be warranted if Walmart would not be developing at that location.

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

RES. NO. WHEREAS, the City of Jerome has requested permission to install a signal and  
TB00-11 intersection improvements at the intersection of State Highway 79 and 100 South Road in Jerome; and

WHEREAS, the District's review of the City's proposal indicates that warrants are met for this intersection; and

WHEREAS, the District's review of the City's proposal indicates that the proposed improvements satisfy ITD design requirements; and

WHEREAS, the City is willing to fund the improvements immediately with the assurance of future reimbursement by the State for its share of costs; and

WHEREAS, the estimated total costs for the project are \$250,000; and

WHEREAS, ITD's policy establishes shared responsibility for costs for signals on state highways, which defines the state's estimated share at \$150,000 for this work; and

WHEREAS, the Idaho Transportation Board desires to participate in the funding of this project to meet the SH-79 needs.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves adding a project to the Highway Development Program in the amount of \$150,000 in State funds to be allocated for reimbursement to the City of Jerome for costs incurred on approved improvements to the 100 South Road and SH-79 intersection; and

*BE IT FURTHER RESOLVED*, that staff is directed to include this project in the Draft Statewide Transportation Improvement Program; and

*BE IT FURTHER RESOLVED*, that staff is authorized to complete an agreement with the City of Jerome to define responsibilities for the funding, design, construction, and maintenance of this improvement.

Chairman Winder thanked Jerome Mayor Dennis Moore for attending the meeting and for the city's initiative and effort on this project.

Statewide Technical Training with Federal Highway Funds. HPM Amick proposed adding a new federal project in the Surface Transportation Program – State Highway System Program to develop and acquire technical training. Through the efforts of the Division of Highways' Long Range Training Team, legislative approval was obtained to add seven technical trainers to the Division's staff. Additionally, a new policy was developed to guide the development and delivery of technical training.

A technical training plan for the Division has been developed along with a Technical Training Guide and Catalog. The trainers have been in the process of evaluating training deficiencies and developing courses for identified training needs. In evaluating critical training needs, it has been revealed that outside resources are needed in the areas of training course development and delivery. Not only will the training be available for ITD staff, but also for local agencies. The Assistant Chief Engineer (Operations) will oversee the project. Although the proposed FY00 project is for \$80,000, staff anticipates including \$180,000 in the draft FY01-05 Highway Development Program to support future training activities.

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

RES. NO. WHEREAS, the Division of Highways (DOH) has identified critical training  
TB00-12 needs and has established an initial comprehensive technical training plan for its staff; and

WHEREAS, the DOH has evaluated its ability to develop and deliver needed technical training using ITD internal resources; and

WHEREAS, it has been determined that resources external to ITD are needed to develop and/or deliver identified technical training in some areas in the interests of expediting the delivery of critically needed training; and

WHEREAS, the DOH requires additional monetary resources to contract with consultants, specialists and other governmental agencies in the development and delivery of that critically needed technical training; and

WHEREAS, federal highway funds are available to supplement state funds for the development/delivery of technical training.

*NOW THEREFORE BE IT RESOLVED*, that a project be added to FY00 of the Surface Transportation Program-State Highway System of the Highway Development Program in the amount of \$80,000 for the development and or delivery of technical training to the DOH and local highway agencies by contract.

Vice Chairman Combo asked for clarification on how the Committee was coordinated, as it has a Division of Highways focus but the Human Resource Section normally oversees training

activities. CE Ross said the Training Steering Committee is part of the DOH, but is comprised of staff from other Divisions. He added that the DOH has training staff for technical training needs.

Vice Chairman Combo noted that some of the planned training was in the environmental arena. In relation to the previous item delaying bridge projects due to endangered species, he asked if projects are programmed with contingency funds to address unexpected environmental issues, or if funds are set aside in the program to address unanticipated environmental problems. Assistant Chief Engineer (Development) (ACE(D)) Steve Hutchinson responded that the training will help staff identify potential problems and improve the environmental process. Also, each district has an environmental planner now to address these needs. He added that some contingency is included in estimates to cover some of the environmental costs.

Member Miller asked if the Department has a way to track environmental costs in projects and if a history of these costs could be prepared. ACE(D) Hutchinson replied that all projects have environmental issues that must be addressed. The environmental issues are part of the design process and are so interwoven in the process that it is difficult to separate costs specifically for environmental issues.

The motion passed unopposed.

Recognition of Forest Baker, Idaho Traffic Safety Commission. Office of Highway Safety Manager JoAnn Moore thanked Mr. Baker for serving on the Commission since 1982. She said he has been a great advocate for highway safety and his expertise and friendship will be missed. Chairman Winder extended appreciation to Mr. Baker for his years of service and dedication to the Traffic Safety Commission. Member Sweeney added that he had the pleasure of serving on the Commission with Mr. Baker and that Mr. Baker was a great source of information.

Highway Development Program Supplement 00-1. The objectives of this supplement are to report the status of FY00 federal funding obligation authority under the FY00 U.S. Department of Transportation appropriations bill; report the status of Discretionary and Emergency Relief funding; modify and rebalance the Highway Development Program to include project changes since September; and update the cost of FY00 projects to current costs. HPM Amick reviewed the contents of the Supplement, including a current status of the Board's State-funded Un-allocated Account, an updated comparison of available funding compared to Board-approved projects, and Highway Development Program sheets annotated to reflect changes to the Highway Program.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
TB00-13 to publish and accomplish a current, realistic, and fiscally constrained Highway  
Development Program; and

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

WHEREAS, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, the Department has received an overall obligation authority of \$196.9 million, which represents 87.87% of all FY00 apportionments including \$11.4 million in Revenue Aligned Budget Authority; and

WHEREAS, the changes in Supplement 00-1 to the FY00-04 Highway Development Program will fully utilize the estimated FY00 Federal Highway formula funding obligation authority of \$149.9 million and the Minimum Guarantee obligation authority of \$24.9 million.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the funding and project changes to the FY00-04 Federal Highway Development Program, itemized and explained in Highway Development Program Supplement 00-1, which is on file in the Office of Highway Programming, and authorizes staff to make the appropriate changes to the FY00-02 Statewide Transportation Improvement Program in accordance with the provisions of the TEA-21.

Contract Award. The low bid on project CM-0100(132), key 6008 – Eagle/Overland Roads, Stage I, Ada County, District 3, was more than ten percent over the engineer's estimate, requiring justification. Ada County Highway District (ACHD) is requesting this park and ride lot project be awarded because it does not believe there would be a savings if the project were re-bid. The project is part of ACHD's ongoing effort to provide alternative transportation and improve air quality. ACHD believes the prices are higher than expected because of the project's size. The major differences were in 303A, granular sub-base; 619A, breakaway steel sign post; SP-2, protective shelter; and SP-4 bike storage locker. ACHD will be responsible for the excess funds. Based upon ACHD's review and comments, staff recommends awarding the project.

Member McHugh made a motion to approve the construction contract for project CM-0100(132), key 6008, Eagle/Overland Roads, Stage I, to the low bidder: Boise Paving & Asphalt Company, Boise, Idaho - \$122,736.63. Vice Chairman Combo seconded the motion and it passed unanimously.

Speed and Collision Report. Assistant Traffic Engineer Lance Johnson summarized the study process and reviewed the conclusions for the 1998 report. The findings included: speeds have increased on all study and control corridors; total collision rates increased on all study and urban interstate control corridors, but decreased on rural and non-interstate control highways; total fatalities increased on both study and control corridors on rural interstates, but decreased on urban study segments, and were essentially unchanged on other routes; the percentage of motorists exceeding the posted speed limit decreased; the percentage of vehicles in the pace decreased, with an increase in the percentage of vehicles below the pace; and the cause/effect relationship between increased speed limits and changes in collision rates was not confirmed.

Other factors such as seat belt use, alcohol and drug impaired drivers, law enforcement and safety projects all have an effect.

In response to Member Miller's question on whether the increased amount of traffic is factored into the study, Mr. Johnson replied yes. He also reported that all vehicles are included in the study and that the differential speed limit on the interstate has not impacted the data to date, although that change is still fairly recent.

Mr. Johnson does not recommend widespread changes in speed limits. Because of the variability of collision rates from year to year, it is typical to compare a minimum of three years of "before" collision data with three years of "after" collision data when analyzing the impacts of highway changes. However, due to changing variables on the state system, future reports of this type may have limited value. Each District should continue to perform traffic and engineering speed studies to determine if speed limits need adjustment due to changes in safety, development, highway characteristics and driver behavior.

Mr. Johnson concluded by reporting on a recent Transportation Research Board (TRB) workshop held to discuss restoring credibility to speed limits. The workshop identified three items: engineering, education, and enforcement, as the main components of speed limits. Another TRB workshop is planned next month and Mr. Johnson will continue monitoring this group's activities and discussions.

The Board thanked Mr. Johnson for the informative report.

FY00 Intelligent Transportation Systems (ITS) Deployment Funds. FHWA notified the Department in December that Idaho received a Congressional earmark of \$2 million for the integration of ITS technologies, according to Traffic Engineer Larry Van Over. After deductions, the adjusted total available will be \$1,572,842, although a 50% match is required. Meetings were held with various agencies involved in the ITS planning phases to decide how to best utilize this money. It was decided to divide the money among the following agencies: Statewide ITS, Commercial Vehicle Information Systems Network (CVISN), Treasure Valley ITS, and Idaho State Police (ISP).

ISP currently provides dispatching services for ITD off hours. With the ITS funds, it will develop software to integrate dispatch services statewide. Part of the statewide earmark will be used for additional RWIS sites, such as installing cameras on mountain passes, including at sites where Montana can also utilize the information. CVISN will continue developing its plan and coordinating with other states. The Treasure Valley ITS money will be used to continue with phase II.

Vice Chairman Combo made a motion, seconded by Member Miller, to approve the following resolution:

RES. NO. WHEREAS, Idaho initiated a statewide Intelligent Transportation System (ITS)  
TB00-14 planning process in 1998 and completed a Road Weather Information System  
(RWIS) study in December 1998; and

WHEREAS, in the Statewide ITS planning process and in the RWIS study, it was determined that ITS technologies were appropriate to help solve transportation problems statewide; and

WHEREAS, Treasure Valley ITS has finalized their plan in 1999 and is now in the process of deploying ITS technologies; and

WHEREAS, this deployment within the Treasure Valley will implement multiple ITS technologies and ensure these different technologies will integrate; and

WHEREAS, Commercial Vehicle Information Systems Network (CVISN) initiated a business plan in 1998 and is developing the top-level design needed for implementation of the national commercial vehicle ITS architecture; and

WHEREAS, Idaho State Police's dispatch center will eventually incorporate ITS functions and this centralization of activities will require software programming to integrate with other agencies for sharing and dissemination of data.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes staff to pursue use of earmark ITS funds, made available in FY00, between Statewide ITS, CVISN, Treasure Valley ITS, and Idaho State Police.

Member McClure commented that ISP is constructing a new building, then asked if ISP will purchase hardware or software with the ITS funds. ISP representative Stan Passey responded that some of the money will be used for the building and related infrastructure plus radio system upgrades. Member McClure followed up with a question on where the money for the software will come from. Mr. Passey responded that grant money will be used for a CADD system and related needs.

The motion passed unanimously.

Financial Statement. Deputy Director (DDIR) Keith Bumsted reported on the Department's financial position through the first half of the state fiscal year. Revenues are higher than anticipated due to stronger fuel sales for both motor vehicles and aircraft. Expenses are also below the projected level, resulting in a sound financial position.

Member Miller asked if the commercial airlines are purchasing more fuel in Idaho. DDIR Bumsted said that aviation fuel sales are up for both commercial and private aircraft, partly because commercial service has increased at the Boise Airport. He added that Hailey is the second busiest airport in the state in terms of both traffic and fuel sold.

Video Presentation. Public Affairs Officer Jeff Stratten showed recent news excerpts from the Treasure Valley television stations promoting seat belt usage, informing the public of

an anti-glare rail installed as part of the I-184, Wye Interchange project, and covering a public meeting in Weiser regarding the proposed Weiser South project.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 5 PM, Member McHugh made a motion, seconded by Member McClure, to meet in executive session to discuss legal issues. The motion passed unanimously.

The Board came out of executive session at 5:10 PM. No decisions were made.

WHEREUPON the meeting recessed at 5:10 PM.

February 18, 2000

The Transportation Board met at the Boise Depot, 2603 Eastover Terrace, in Boise at 8:30 AM on Friday, February 18 for a planning session. All members were present.

Vision for the Transportation System. The Board members discussed their vision for the transportation system, with emphasis on identifying the state's major highways and those routes that should have additional lanes within 20 to 30 years. Member Sweeney suggested when four-lane highways are constructed, the policy should include alternate routes around cities. Member Blick emphasized the need for consistency when developing alternate routes.

Vice Chairman Combo emphasized that courier airports such as the Salmon Airport play an important role. It was suggested that a regional airport may be developed in District 4 in the future. Discussion also centered on the railroad's and port's roles and the importance of public transportation. Officials in Ada County are struggling with an opportunity to acquire railroad right-of-way for public transit. The Board asked for information on acquiring this right-of-way.

CE Ross stressed the importance of ITS and stated new technologies are being developed. Some discussion was held on whether the Board should endorse enforcement as one of the components of ITS, along with traffic control and information. The main effort at this time is to use cameras to photograph vehicles that run red lights and speed. Although legislation would be required to allow enforcement of this nature and this effort would need to be closely coordinated with law enforcement, the Board concurred that enforcement should be a component of ITS, and that staff should explore this element. Vice Chairman Combo added his appreciation to Lance Johnson for reporting on the activities of the national TRB group regarding restoring credibility to speed limits. He asked that the Board be kept informed of those meetings and discussions.

The Board believes the Vehicle Investment Program has been a positive, beneficial program and is pleased with the success of it. There was concurrence to meet with regional public transportation authorities and transit providers as part of the Board tours to learn more about these groups and what their issues and concerns are.

To expand its understanding of other modes, the Board asked that several presentations be scheduled. One is to focus on railroads and how various players such as the Governor's Rail

February 18, 2000

Advisory Council, the Department of Commerce, and the Public Utilities Commission work together on rail issues, and how the Board could be involved and possibly facilitate communication between the railroad and trucking industries. Information on Amtrack, including the existing route through Sandpoint and the proposal to reestablish the route from Salt Lake City to Portland via Boise, is to be presented at a future meeting. Additionally, a presentation on aviation issues such as how the existing commercial service can be preserved and expanded and what role the courier airports play is to be scheduled.

Department Director's Position. Vice Chairman Combo elaborated on the process the Board took in 1992/93 to fill the director's position, which took two to three months.

Role and Line of Communication. Chairman Winder asked for input on the legislative process and if the members would like to be more involved. The consensus of the Board was that the current procedure is working well and it does not want to participate unless it could be of assistance. The members believe Chairman Winder, Director Bower, and staff do an excellent job testifying and monitoring legislation and have established a good working relationship with legislators.

Member McHugh made a motion to endorse the two bills on safety restraints. He added that a vote against this motion would indicate the member is not taking a position rather than opposing seat belt usage. Member Sweeney seconded the motion.

Vice Chairman Combo expressed concern with supporting legislation because of the time frame. The Board meets once a month while legislative activity occurs on a daily basis. He believes the Board should endorse ITD's legislation. Chairman Winder said the Board needs to pursue and be supportive of safety issues. Member Blick disagreed with Vice Chairman Combo and said if there is a major, important issue, the Board should review it and consider supporting it. Vice Chairman Combo said the Board should endorse concepts, not specific legislation. Member McClure believes educating the public on the importance of seat belt usage would be more beneficial than legislating usage. Member Blick concurred.

Member Miller made a substitute motion to support the increased usage of seatbelts. Member McClure seconded the motion.

Director Bower added that ITD staff has worked hard on the seat belt legislation, and that seat belt usage, and safety in general, is a primary component of the Department.

The motion passed unanimously.

Member McHugh questioned the Board's assistance by lobbying and communicating with the Congressional Delegation. He suggested contacting the Congressional Delegation when there are issues they could provide assistance on. Vice Chairman Combo believes Director Bower has a good working relationship with the Congressional Delegation and he would defer to the Director to communicate and express the Department's concerns and request assistance.

Chairman Winder asked the Board for its thoughts on responding to the media, particularly negative publicity. The consensus of the Board was to point out inaccuracies and bring errors to the media's attention. The Board and Department need to provide facts and correct any misinformation.

Board Meetings and District Tours. Some discussion was held on combining Board tours, but the general agreement of the Board was to visit each District separately. Discussion was also held on the meeting dates, with the consensus to continue meeting on the third Thursday and Friday of the month when possible. If conflicts arise, the members are willing to review their calendars and change the meeting date to accommodate the conflict, if possible. The following meeting dates and locations were established:

March 16-17, 2000 – Boise  
 April 20-21, 2000 – District 2  
 May 18-19, 2000 – District 4  
 June 21-23, 2000 – District 3  
 July 20-21, 2000 – District 5  
 August 24-25, 2000 – District 1  
 September 20-22, 2000 – Boise  
 October 19-20, 2000 – District 6 (tentative dates)

A list of items that staff presents to the Board on a regular basis was distributed. Because of time constraints, Chairman Winder asked the members to review the list and provide feedback next month on items that should be deleted from the list and reports they would like to see added.

The Board would like to meet with surrounding states' Transportation Department Boards and Commissions and asked the Secretary to coordinate those meetings. Additionally, it was suggested that a meeting with the other members of the Five-State coalition be scheduled during the WASHTO conference in June.

The Board members appreciate the monthly update letters their respective District Engineer (DE) prepares, and they would like to receive letters from the other Districts. CE Ross will work with the DEs on standardizing the letter.

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

RES. NO.      WHEREAS, the Idaho Transportation Department has filed a condemnation  
 TB00-15      action against Albert S. and Sharon R. Gardner on project STP-7591(101) in  
                  Bingham County, Parcel 3 and 3R; and

WHEREAS, appraisals of the property by both the Department's and the Gardner's appraisers subsequent to the filing of this action justify a settlement exceeding the reviewed fair market value based upon special use of the property.

*NOW THEREFORE BE IT RESOLVED*, that time being of the essence, the Transportation Board authorizes settlement of this condemnation for the amount of \$615,500.00 plus pre-judgment interest.

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

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
March 16, 2000  
Boise, Idaho

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 16-17, 2000

The Idaho Transportation Board met at 8:20 AM, on Thursday, March 16, in Boise, Idaho at the Transportation Department to review the agenda. The following principals were present:

Charles L. Winder, Chairman  
 John X. Combo, Vice Chairman – District 6  
 John McHugh, Member – District 1  
 Bruce Sweeney, Member – District 2  
 Monte C. McClure, Member – District 3  
 Gary Blick, Member - District 4  
 Neil Miller, Member – District 5  
 Sue S. Higgins, Secretary to the Board  
 Dwight Bower, Director  
 Jimmy Ross, Chief Engineer  
 Jack McMahon, Deputy Attorney General

Chairman Winder officially called the meeting to order at 8:30 AM.

February 17-18, 2000 Board Minutes. Vice Chairman Combo made a motion, seconded by Member Blick, to approve the minutes of the Board meeting held on February 17-18, 2000 as submitted. The motion passed unanimously.

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

April 19-21, 2000 – District 2  
 May 18-19, 2000 – District 4  
 June 21-23, 2000 – District 3  
 July 20-21, 2000 – District 1

Consent Calendar. Member Blick expressed concern with the report on the final amount versus the contract bid amount, as the final amount was approximately 105%. He suggested striving to prepare better estimates. Chairman Winder asked if staff budgets for overruns. CE Ross said that additional costs and change orders are anticipated and budgeted for. He also stated that it is difficult to estimate projects, particularly quantities, but they will try to prepare more accurate estimates. He asked for additional time to review the information and report his findings back to the Board.

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

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves  
 TB00-15A the appointment to the Public Transportation Advisory Council, the request for a supplemental agreement in District 3, and the request for consultant services in District 4; and has received and reviewed the new and supplemental professional

March 16, 2000

agreements report, the final amount versus contract bid amount, the quarterly report on legal actions, and the financial statement.

1) Appointment to the Public Transportation Advisory Council (PTAC). Due to personal obligations, Norman Pumphrey resigned his appointment to the PTAC from Region 5. Walter Ross has applied to complete Mr. Pumphrey's term, which expires June 2003. The Region 5 Regional Public Transportation Advisory Committee endorses Mr. Ross's appointment to the PTAC.

2) Request for Supplemental Agreement, NH-F-3341(010), Key 3550, I-84B, District 3. The Mountain Home Underpass project is scheduled for construction in FY00 at an estimated cost of \$16.5 million. The current agreement amount to date for preliminary engineering, including six supplementals, is \$1,244,202. The complexity of this project, due to additional environmental requirements, has necessitated new design changes to bring this project to standard. This supplemental requires additional materials investigation outside the current scope of work with an estimated cost of \$52,000. Additional surveying work for test hole location, a Phase II Soils report, and a Phase V Special Provisions and Environmental Soil Specifications report are also included in this supplemental.

3) Request for Consultant Services, IM-84-3(032)133, Key 3711, I-84, District 4. The Bliss Rest Area is scheduled for construction in FY01 at an estimated cost of \$2,700,000 with \$225,000 estimated for preliminary engineering. HDR Engineering was selected off the term agreement list to perform the design of the rest area buildings, along with the ramps and parking facilities. During the negotiation process, it became apparent that the estimated cost for construction and project development was low and that the revised cost for construction would be approximately \$4,500,000. HDR's project development service is estimated at \$470,000, which exceeds the \$250,000 limit set for a single work task, requiring Board approval.

4) New and Supplemental Professional Agreements Report. The Consultant Administration Unit processed \$1,183,952 in new and supplemental agreements between February 3 and March 1. Staff also reported on a correction to the agreement for the Cheyenne Overpass project in Pocatello, District 5. The January report included an agreement amount of \$1,420,000; however, the City of Pocatello has decided to proceed with the preliminary design stage at this time. The final design stage will be negotiated at a later date. The agreement report was revised to reflect this change: \$710,000 for preliminary design only.

5) Final Amount Versus Contract Bid Amount. A final report of the contract bid amount versus the contract bid amount for construction contracts closed out during federal fiscal years 1996 through 1999 was reviewed. Individual projects for FY99 were also included. A summary of the adjusted final amount versus the contract bid amount, depicting adjustment items deducted from the contract final, was also presented. In FY99, the contract bid amounted to \$96,991,600.22 while the contract final amount totaled \$101,509,232.77 for 105%.

6) Quarterly Report on Legal Actions. A status of the Department's various legal cases was reviewed.

7) Financial Statement. The financial report through January 2000 was reviewed. State revenue from all sources is approximately 6% above estimates for the fiscal year to date while expenditures from the various funds operated by the Department are running at or below budgeted levels.

Board Items. Ribbon-cutting ceremonies are often held to celebrate the completion of projects, according to Vice Chairman Combo. He believes the Enhancement projects especially are good projects and are often a source of pride for the community. He encouraged staff to provide assistance to the local entities in planning ribbon-cutting ceremonies, and he would like to see more involvement and participation from the Board, as it is a partner in these projects.

Member Sweeney reported that three public information meetings were held recently in the Moscow and Lewiston areas to address the proposed US-95 widening project. He stated that between 450 and 500 people attended the meetings and that overall, positive comments were received. He was pleased with these meetings and the public interest they precipitated. He added that plans are to travel this route as part of the District 2 tour next month.

As a follow-up to last month's planning session, SB Higgins asked the members for comments on the list of items that are presented to the Board on a regular basis. Earlier, Member McHugh questioned the timeliness of the annual reports, which SB Higgins will review and adjust the schedule accordingly, and stated his appreciation for luncheon meetings with the various commissions and boards. Member Sweeney stated his preference for oral presentations versus written reports, which are probably more time-consuming for staff to prepare.

Member McClure expressed concern with discussions at the national level to repeal or suspend a portion of the federal fuel tax. This is a result of the increased fuel prices, and the expectation that the prices will continue to rise. The Board asked staff to prepare a resolution opposing this proposal. (See later minute entry.)

Chairman Winder reported that Representative Lawrence Denney approached him about the roving port of entry site on US-95 near Weiser. There are safety concerns at the site due to stacking problems. He asked staff to look at the site and determine alternatives to alleviate this potential hazard.

Chairman Winder also stated that an individual asked him about the scenic byway signing guidelines. It was suggested that ITD allow more flexibility in the signs, particularly allowing for different colors. (See later minute entry.)

Member Blick requested information on the point system for bidding vehicles, as he was questioned on the Department's procedures. Staff will provide information to Member Blick soon and will provide a presentation on this subject to the full Board at the May meeting.

Member Blick received a letter from the Mini-Cassia Transportation Committee regarding a new route between Minidoka and Arco. Chairman Winder asked the Board Subcommittee on Additions to and Removals from the State Highway System to review this proposal.

Director's Items. Director Bower reported that staff has been busy preparing information for a possible settlement for the American Trucking Association versus the State of Idaho lawsuit, which the State lost. Governor Kempthorne has requested information on possible funding sources for a settlement.

The U.S. House of Representatives passed the Air 21 bill, which almost doubles Idaho's funding, according to Director Bower. The matching requirement remained 90/10. The Aviation Funding Task Force is continuing its efforts to identify matching fund sources.

The Department has received an appraisal on the Stanley Airport, however, ITD and Forest Service staff need to review it.

Director Bower reported that he sent a letter to Idaho's Congressional Delegation requesting approximately \$24 million for Emergency Relief projects this fiscal year. A letter was also sent requesting Discretionary funds, if Congress earmarks these funds. Chairman Winder reported that Senator Marguerite McLaughlin inquired about a project in her area that was not funded with Discretionary funds. He asked staff to consider funding the Orofino project if possible.

Director Bower said the U.S. Senate is considering a bill that would provide 100% obligation authority for the Indian Lands Program. The unobligated portion currently reverts to the state, which the Tribes oppose. If this legislation passes, the obligation authority would come out of the formula programs and have a nationwide impact of approximately \$40 million.

FY00 Public Transportation Grant Funding. Public Transportation Administrator (PTA) Larry Falkner thanked the Board for its support of public transportation. He reported that staff has completed the application notification and review process for the federal FY00 Federal Transit Administration Grant Funds and the Vehicle Investment Program. The recommendations were reviewed with each Regional Public Transportation Advisory Committee. The Public Transportation Advisory Council also reviewed the recommendations for Sections 5310 and 5311 Programs and support the staff decisions.

Federal Grant Programs for Section 5303 Metropolitan Planning and Section 5307 Urbanized Area Formula funding are approved by the Board through the State Transportation Improvement Program (STIP). PTA Falkner requested Board approval for the remaining programs. The Section 5310 Elderly and Disabled Transportation funds, \$346,523, are distributed to each ITD District based on the number of elderly and persons with disabilities living in the district. The Base \$1,066,819 and Intercity \$228,604 Section 5311 Rural Transportation funds are distributed to each ITD District based on the rural population in each district. FY99 is the final year of implementing the population-based formula approved by the Board in October 1995.

Additionally, PTA Falkner reported that \$318,981 from Section 5313 is allocated to the Department for planning and Sections 5310 and 5311 for costs of administering the programs. Section 5311(b) Rural Technical Assistance Program funds in the amount of \$76,429 are allocated to provide technical assistance to rural transit programs for training, research, and related support activities.

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

RES. NO. WHEREAS, the Regional Public Transportation Advisory Committees and the  
TB00-16 Division of Public Transportation have completed the review of all applications for funding and the Division has made project recommendations for the federal FY00 Federal Transit Administration programs as follows:  
- Section 5310 Elderly and Persons with Disabilities Transportation \$346,523  
- Section 5311 Rural and Intercity Transportation \$1,295,423; and

WHEREAS, the Public Transportation Advisory Council has reviewed and concurred with the funding recommendations as presented.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the funding recommendations for federal FY00, contingent on legislative approval for funding the Vehicle Investment Program.

The Boise Senior Programs brought a bus to the Department for the Board to view. The vehicle was purchased through the Vehicle Investment Program.

Overview of Civil Rights Activities during FY99. Chief of Civil Rights Karen Sparkman presented the annual Civil Rights report. As part of the internal programs, she reported that nine informal complaints were received and closed during the year while one formal complaint was received and is still pending. The Bureau received 11 requests for Americans with Disabilities Act accommodations, and 5,650 training opportunities were provided to employees. In the external programs, four Equal Employment Opportunity compliance reviews were completed, along with two follow-up reviews. In dollar amounts, 11.16% of federal aid projects were awarded to Disadvantaged Business Enterprises. She also summarized the workshops, supportive services, and training provided during the year.

Chairman Winder thanked Ms. Sparkman for the informative presentation.

Annual Report on the Safety Program. Employee Safety/Risk Manager Cheryl Rost reported that the Section's efforts are directed toward preventing employee injuries and equipment damage, investigating tort claims, identifying hazardous work sites and practices, informing management of losses and potential losses, and providing supervisors with consultative services. She summarized the program's activities during 1999, including the safety training conducted and the Districts' accomplishments.

Ms. Rost reported that the Department of Administration discounted ITD's liability insurance premium by \$10,360 due to employee participation in defensive driving programs. ITD also received \$444,432 in dividends from the State Insurance Fund, representing a 44% savings on premiums paid in calendar year 1998. Part of those savings is attributed to the return-to-work policy.

Chairman Winder thanked Ms. Rost for the annual report on the Safety Program.

Annual Report on the Wellness Program. Pauline Davis, Wellness Council Chair, stated that health activities of high interest using improved implementation methods and more flexibility for staff to access equipment and information was emphasized this past year. Some of the years' activities included fitness and wellness challenges, and making blood tests and flu shots available to employees. She summarized the accomplishments of each District, and stated that finding volunteers to serve on the Wellness Council and continue developing a strong program has been difficult due to expanding workloads and other responsibilities. In conclusion, Ms. Davis thanked the Board and management for its support.

The Board extended its appreciation to Ms. Davis and the other volunteers who make the Wellness Program successful. Vice Chairman Combo added that this Program has exceeded the expectations of the Board when it initially approved this Program. Director Bower emphasized the volunteer nature of the Program, commended staff for its efforts, and said it is gratifying to see the accomplishments and successful efforts.

Master Plan for Information Technology. Deputy Director (DDIR) Keith Bumsted reported that the Information Management and Access Team recently updated the Master Plan for Information Technology for FY00-04, and distributed a copy to each member. He outlined the Team's accomplishments, some of which include implementing the local and wide area network, adopting data management systems, expanding and enhancing the computer aided drafting and design system, successfully piloting an image system, and implementing the Integrated Financial Management System (IFMS). Some of the Team's near-term objectives include developing an enterprise data model and information strategy plan; and integrating the highway programming, budget, and IFMS. The long-term objectives consist of integrating the surface transportation systems and the driver and motor vehicle systems, and expanding the Internet and Intranet systems and the electronic commerce systems. DDIR Bumsted concluded by thanking the Board for its support.

The Board thanked DDIR Bumsted for the report and the Team for its efforts.

Chairman Winder and Director Bower left the meeting to attend to legislative issues and meetings.

Luncheon with the Boise Metro Chamber of Commerce. Chamber President Nancy Vannorsdel thanked the Board for attending the luncheon meeting and for its assistance with transportation needs. She extended appreciation for the partnership that has been developed. The Chamber is focusing on quality of life issues and is expanding its economic development efforts throughout the Treasure Valley and working with other cities in the area.

Ray Stark summarized the Chamber's transportation priorities. For ITD those projects include improvements to I-84, such as widening from Orchard to Gowen, and appropriate improvements to the interchanges in the area; widening Chinden Boulevard (US-20) from Joplin Road to Eagle Road; widening SH-69 from Amity Road to Kuna; and constructing an interchange at Five Mile. He expressed appreciation for the I-84 study underway and the two widening projects that are included in the current Highway Development Program. He added that the District staff is very good to work with and he appreciates its assistance.

In response to Ms. Vannorsdel's question on statewide issues the Board is facing, Member McClure said the ATA lawsuit has the potential to severely impact the Department's budget. A settlement is being discussed, but there is no indication as to the results of this issue. CE Ross summarized the high priority projects throughout the state and reported that approximately \$250 million in projects is planned this year, with an even bigger construction program next year. He added that, although we're very pleased with the additional funds, it is over-extending our resources and we are contracting out a lot of work. He expressed some concern with the increased gas prices and stated that may have an impact on fuel sold and on the Department's revenue. Member McClure mentioned discussions at the national level to repeal or suspend a portion of the federal fuel tax and expressed concern with the large impact it would have to Idaho, estimated at \$143 million in FY02 and FY03.

District Engineer Loren Thomas summarized the major projects in District 3 and expressed concern that the air quality lawsuit may severely impact a number of projects. Mr. Stark commented that the Chamber met recently with U.S. Senator Mike Crapo and discussed this issue with the Senator. The Board also expressed concern with the environmental process and that resource agencies are under-staffed in many instances and the Department is paying for positions within these agencies to perform work on our projects. The Chamber meets annually with the Congressional Delegation and Ms. Vannorsdel said they will discuss these issues of concern with them and provide assistance to ITD if possible.

Delegation – Steve Klatt. As consultant for the corridor management plan on the SH-200 scenic byway, Mr. Klatt asked the Board to consider providing the local match for a scenic byway grant application. An approximate four-mile stretch of SH-200 is a safety concern for bicyclists because of poor site distance, narrow roadway with little or no shoulders, and the terrain. The route has a lot of truck traffic, which is also of concern to the bicyclists. Plans are to apply for a \$40,000 grant, with \$10,000 as local match, for preliminary engineering for a bike path.

Member McHugh expressed concern that the cost to improve this section of SH-200 may be too costly to fund. Mr. Klatt responded that the Department has a proposed project on SH-200, Icicle Cliffs, that may be used as fill material for the bike path. Member Blick questioned the precedent of providing the local match for projects, although he understands the safety concerns on this route.

Vice Chairman Combo asked staff to consider funding alternatives for this project and to report back to the Board.

Mr. Klatt also requested Board consideration on changing the scenic byway sign standards. He would like communities to have the option of developing their own unique signs with various colors and logos. He provided information on what some other states allow, and he believes 33 states permit multi-colored signs. The consensus of the Board was to have staff look into the sign issue and report its findings and a recommendation to the Board.

FY00-05 Forest Highway Program. Highway Programming Manager (HPM) Dave Amick reported that the Tri-Agency Group, comprised of ITD, the U.S. Forest Service, and the

Western Federal Lands Highway Division of FHWA met last month to update the Forest Highway Program. Western Federal Lands Highway Division received \$12.5 million in FY00 obligation authority. Additionally, \$10.1 million in obligation authority, which was not obligated in FY99, was returned to Idaho in FY00, bringing total FY00 funding to \$22.6 million. HPM Amick summarized the Forest Highway Program, which the Tri-Agency Group approved.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
TB00-17 to publish and accomplish a current, realistic, and fiscally constrained Highway Development Program; and

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

WHEREAS, the 1998 Transportation Equity Act for the 21<sup>st</sup> Century requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, the Chief Engineer has represented the Department's interests in funding projects under the Forest Highway Program as a member of the Tri-Agency Group made up of the Idaho Transportation Department, the U.S. Forest Service, and the Western Federal Lands Highway Division of FHWA; and

WHEREAS, the Forest Highway Program has received \$22.6 million in obligation authority in FY00.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board concurs with the funding and project changes to the FY00-05 Forest Highway Program as adopted by the Tri-Agency Group on February 9, 2000, as shown in Exhibit 225 which is made a part hereof with like effect, and authorizes staff to make the appropriate changes to the FY00-02 Statewide Transportation Improvement Program in accordance with the provisions of the 1998 Transportation Equity Act for the 21<sup>st</sup> Century.

Delay of US-20, Brunt Road to Cinder Butte Road (Key 6969) to Preliminary Development, District 6. HPM Amick reported that the detailed estimate for awarding the US-20, Green Canyon Road to Mesa Falls Road project (key 6498), is under-funded by \$840,000. The increase will bring the cost of this FY99 project to \$3.54 million. This project is companioned with two FY00 projects, US-20, Mesa Falls Road to Island Park Road (key 7166), and US-20, Phillips Loop Road to Milepost 391 (key 7944).

The latest preliminary estimate of costs for I-15B, Riviera Intersection, Idaho Falls (key 5141) indicates that the current program amount for construction of \$1.2 million is under-funded by \$1 million. Because the US-20, Brunt Road to Cinder Butte Road, Bonneville County, is a

lower construction priority than the above-referenced projects, staff is recommending delaying this FY00 project programmed at \$1.86 million to Preliminary Development.

Vice Chairman Combo questioned the need for the Board to approve project shifts within a District. He suggested the Board delegate this authority to the Director or Chief Engineer. HPM Amick said that is an option. Cost increases and decreases are handled internally, but because this item delays a project and public information may be needed because the project is removed from the first three years of the Program, it is being presented to the Board for approval. CE Ross added that he requested this item be presented to the Board because of the dollar amount and because of the request to delay a project from the current fiscal year to Preliminary Development.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
TB00-18 to accomplish a current, realistic, and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal and state appropriated highway funding; and

WHEREAS, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) of 1998 requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, District 6 has determined that the award of US-20, Green Canyon Road to Mesa Falls Road (key 6498), has resulted in the cost of construction exceeding its estimated construction cost by \$840,000; and

WHEREAS, District 6 has determined that I-15B, Rivera Intersection, Idaho Falls (key 5141) will exceed its current programmed construction cost by \$1 million.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the delay of US-20, Brunt Road to Cinder Butte Road (key 6969), Bonneville County from FY00 into Preliminary Development in the National Highway System Program for the purpose of providing funding on US-20, Green Canyon Road to Mesa Falls Road and I-15B, Riviera Intersection, Idaho Falls; and

*BE IT FURTHER RESOLVED*, that Department staff is authorized to request an amendment to the FY00-02 Statewide Transportation Improvement Program in accordance with the provisions of the TEA-21 of 1998, and to show said project revisions in Supplement 00-2.

Cultural Resource Program. The Cultural Resource Program is a major component of the Environmental Section, according to Highway Archaeologist Jenna Gaston. The purpose of the

program is to identify and evaluate any archaeological, historical, or architectural resources that may be impacted by ITD projects. The Department must comply with all state and federal mandates as part of the environmental process in conjunction with the National Environmental Policy Act. The goal is to ensure that ITD is in compliance with all cultural resource legislation. Identification of these resources is performed as early as possible in the development of the project in order to prevent possible delays in project development.

Ms. Gaston said all ground-disturbing projects require cultural resource clearance, including indirect activities associated with the project such as material sources, excess material, disposal sites, and construction staging areas. Age is a factor, as any object 50 years old or older has to be looked at. Consideration is also given to the setting, its significance to the area, and if there is architectural significance. A project with significant cultural resources can require substantial effort to complete all phases of the applicable compliance process.

Chairman Winder and Director Bower returned to the meeting at this time.

As part of the Twin Falls alternate route project, two homes have been designated historical, according to Member Blick. He said the owners disagree with the designation and asked if the historic designation could be removed. Ms. Gaston replied that a letter requesting a review would be needed. She understands a property owner sent a letter, but it may not have been sent to the proper authority. She offered assistance with a letter or scheduling a field review.

Member Miller expressed concern with the Ridge Street project in Blackfoot because of historical designations of a canal, footbridge, and trees. Ms. Gaston stated that the setting is an important component in reviewing and considering cultural resources.

The Board thanked Ms. Gaston for the informative presentation. Director Bower added that Ms. Gaston is highly regarded in the Northwest as an expert in her field.

Speed Zone Changes by City Ordinances. CE Ross reported on speed limit changes made at the request of municipalities. Statewide, 14 city-initiated changes have occurred against the recommendations of ITD staff. Speed studies were planned at all of these locations, but some of these sites had a snow floor and staff was not able to collect the necessary information. For the other sites, the initial study indicated drivers were traveling between 5 and 10 miles per hour (mph) above the posted speed limit in 43% of the study zones. The follow-up speed study indicated drivers were traveling between 5 and 10 mph above the current posted speed limit in 66% of the study zones. The 85<sup>th</sup> percentile was approximately 10 mph above the current posted speed limit in a majority of the recent speed studies.

Member McHugh requested an annual report on speed limit changes by municipalities. He also suggested forwarding the speed study to the respective city. Director Bower recommended establishing base information for comparison purposes to the rest of the system.

Engineer-In-Training (EIT) Program. Matt Farrar, Bridge Engineer and EIT Coordinator, provided a history of the EIT program, which was established in 1952. College graduates are

hired to receive on-the-job training prior to licensure. EITs spend three years in District offices and one and a half years at Headquarters. Mr. Farrar said he attends career fairs and visits college campuses to recruit EITs, and the Division of Human Resources and ITD's Human Resource Section assist with filling the 13 positions. Since 1952, 55% of the EITs stayed with ITD and since 1979, 60 of the 80 EITs hired are still employed at ITD. He believes the EIT Program is successful and provides a professional staff and management potential to promote from. He added that other states have contacted him for information on our program and are patterning their program after ITD's.

The Board commented on the impressive retainage rate of the EITs. Mr. Farrar added that salary is an issue, as the Department is not as competitive as the current market, so more emphasis is placed on the benefit package.

The Board thanked Mr. Farrar for the interesting presentation.

Contract Awards. Nelson Construction, Inc. was the low bidder on two projects opened on February 29. The contractor conditioned both of the bids in order to receive only one bid, as allowed in Subsection 102.12 of the Standard Specifications. The first project opened was IM-84-2(049)73, Key 6254, I-84, Regina to Cleft, Ada and Elmore Counties, District 3. The low bid was \$12,909,271.94. Because the I-84 project was the first one opened and because awarding this project to Nelson Construction, Inc., would provide the greatest economic benefit to the Department, staff recommends awarding this bid to Nelson Construction, Inc.

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

RES. NO. WHEREAS, the I-84, Regina to Cleft project, and the US-95, Hazard Creek  
TB00-19 to Pinehurst, Boulder Creek Bridge, Hazard Creek to Pinehurst North, Hazard  
Creek to Pinehurst South projects opened February 29, 2000 require Board  
approval to award, in accordance with Board Policy B-14-06; and

WHEREAS, the low bidder for both the I-84, Regina to Cleft project, and the  
US-95, Hazard Creek to Pinehurst, Boulder Creek Bridge, Hazard Creek to  
Pinehurst North, and Hazard Creek to Pinehurst South projects is Nelson  
Construction, Inc.; and

WHEREAS, the low bidder Nelson Construction, Inc. conditioned both of their  
bids, so as to accept only one contract from the opening, in accordance with  
Subsection 102.12 of the Standard Specifications; and

WHEREAS, it is at the option of the Board as to which contract is awarded to the  
low bidder; and

WHEREAS, award of the I-84, Regina to Cleft Project to Nelson Construction,  
Inc. would provide the greatest economic benefit to the Department.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the recommendation of staff to award the I-84, Regina to Cleft project to Nelson Construction, Inc. and grants Nelson Construction, Inc.'s request to withdraw its bid for the US-95, Hazard Creek to Pinehurst, Boulder Creek Bridge, Hazard Creek to Pinehurst North, and Hazard Creek to Pinehurst South projects in accordance with Subsection 102.12 of the Standard Specifications.

With the granting of Nelson Construction Inc.'s request to withdraw its bid on the second project, ER-3110(117), ER-3110(122), ST-3110(616), and ST-3110(617), keys 6868, 6501, 6880, and 6881, US-95, Hazard Creek to Pinehurst, Boulder Creek Bridge, Hazard Creek to Pinehurst North, and Hazard Creek to Pinehurst South, Adams County, District 3, Steelman-Duff, Inc., Clarkston, Washington, would be the low bidder. Staff awarding the project to Steelman-Duff, Inc., for \$8,290,146.69.

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

RES. NO. WHEREAS, the I-84, Regina to Cleft project, and the US-95, Hazard Creek to  
TB00-20 Pinehurst, Boulder Creek Bridge, Hazard Creek to Pinehurst North, and Hazard  
Creek to Pinehurst South projects opened February 29, 2000 require Board  
approval to award, in accordance with Board Policy B-14-06; and

WHEREAS, the low bidder for both the I-84, Regina to Cleft project, and the  
US-95, Hazard Creek to Pinehurst, Boulder Creek Bridge, Hazard Creek to  
Pinehurst North, and Hazard Creek to Pinehurst South projects is Nelson  
Construction, Inc.; and

WHEREAS, the second low bidder for both contracts is Steelman-Duff, Inc.; and

WHEREAS, the Idaho Transportation Board has allowed Nelson Construction,  
Inc. to withdraw its bid for the US-95, Hazard Creek to Pinehurst, Boulder Creek  
Bridge, Hazard Creek to Pinehurst North, and Hazard Creek to Pinehurst South  
projects in accordance with Subsection 102.12 of the Standard Specifications.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the recommendation of staff to award the US-95, Hazard Creek to Pinehurst, Boulder Creek Bridge, Hazard Creek to Pinehurst North, and Hazard Creek to Pinehurst South projects to Steelman-Duff, Inc.

Rail Intercity Passenger Issues and Rail Freight Transportation Roles. Senior Transportation Planner Ron Kerr briefed the Board on the state's Amtrak service. Currently, only northern Idaho is served by Amtrak. The Empire Builder serves Sandpoint on a daily basis. There is some discussion of re-establishing Amtrak service from Portland to Boise with possible service to Salt Lake City at a later date. Idaho Senator Mike Crapo is on a task force looking into this proposal. Additionally, the U.S. Senate is considering a bill that would provide states the flexibility to expand highway system funds for the acquisition, construction, rehabilitation, and preventative maintenance of intercity rail passenger facilities and rolling stock.

Mr. Kerr summarized the various players involved with rail freight transportation. The Surface Transportation Board (STB), an independent adjudicatory body administratively housed within the U.S. Department of Transportation (DOT), is responsible for the economic regulation of interstate surface transportation, primarily railroads. The Federal Railroad Administration (FRA) is the rail modal administrative body within the U.S. DOT and its primary role is rail safety. It is also involved in research development and high-speed rail and railroad rehabilitation programs. ITD is the designated state agency to administer the FRA's Local Rail Freight Assistance Program and to provide a comprehensive state rail planning and rail project assistance program. However, no federal funds for railroad rehabilitation projects have been available since 1995, and no state funding sources have been secured. The Idaho Public Utilities Commission can intervene in abandonment proceedings before the STB to protect the state's interest. Finally, the Idaho Rail Advisory Council provides a forum for discussions of railroad matters affecting the state and advising ITD on the selection of projects for rail preservation projects. However, the Council has been inactive and has not met for approximately three years since there have been no new rail projects.

Mr. Kerr also briefly explained the Class I railroads and short-line railroads. Class I railroads are the large mainline railroads that provide the long-haul transportation of primarily bulk commodities and intermodal containers and trailers while the short-lines function as feeders to the Class I railroads. He informed the Board of the Camas Prairie Railnet's proposal to seek STB approval to abandon the line between Spalding and Grangeville in District 2.

The Board thanked Mr. Kerr for the informative presentation.

Delegation – Lee J. Daniels. Mr. Daniels requested a few minutes of the Board's time to discuss several issues. He reported that Idaho Power is in the process of relicensing, with a 35-year application being prepared. He believes transportation issues should be included in the discussions and suggested Idaho Power be a partner in improving the infrastructure, particularly in Adams and Washington Counties. He also expressed concern with Oregon's stricter trucking regulations and enforcement of those laws. He believes some truckers are traveling on US-95 to avoid Oregon's enforcement and expressed concern with these truckers and this additional traffic. Mr. Daniels also asked the Board to consider adding Warm Lake Road to the state highway system.

Member McClure stated that staff received a letter from Valley County recently requesting Warm Lake Road be considered for addition to the state's system. The Board Subcommittee on Additions to and Removals from the State Highway System is addressing this request. Chairman Winder asked staff to review the re-licensing issue and determine if ITD should be involved. Director Bower said staff will look into the roving port of entry schedule on US-95 in the I-84 to New Meadows vicinity. Chairman Winder thanked Mr. Daniels for his comments.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 4:55 PM, Member Sweeney made a motion, seconded by Member Blick, to meet in executive session to discuss legal issues. The motion passed unanimously.

The Board came out of executive session at 6:20 PM. No decisions were made.

WHEREUPON the meeting recessed at 6:20 PM.

March 17, 2000

The Transportation Board meeting reconvened at 8:15 AM on Friday, March 17, at the Transportation Department, Boise. All members were present.

Delegation – Ada County Highway District (ACHD) Commissioner Dave Bivens and City of Meridian Representatives. Commissioner Bivens thanked the Board for its time. Meridian Mayor Robert Corrie reported on the extensive growth occurring in the Meridian area and stressed the need for an additional I-84 overpass. The city is interested in forming a partnership to expedite an overpass at Locust Grove. Meridian City Engineer Gary Smith emphasized the desire to establish a partnership for this project and stated the city's willingness to acquire the right-of-way. CE Ross added that the city is planning additional work to its system as part of the overpass project, which would not be eligible for ITD participation. The Department's responsibility would be the overpass from touch down to touch down, while widening Locust Grove from Franklin to Overland would be the locals' responsibility. CE Ross said that the Locust Grove overpass project is currently scheduled in Preliminary Development for \$2 million in the Interstate Maintenance and \$2 million in STP-Local Urban Programs. Mayor Corrie urged the Board to advance the project.

Chamber of Commerce President Christine Donnell also encouraged the Board to accelerate this project, as it is important to the area's economic health. This overpass would provide better flow of traffic. She added that a school bond proposal is planned this fall for a new high school to open in that vicinity in 2002. Superintendent Jim Carberry, Meridian School District, elaborated on the school's bus transportation system, which is the largest in the state, and how important this overpass would be for the new school. Dave Wynkoop, representing both the Chamber of Commerce and School District, also asked the Board to accelerate the overpass project and emphasized the growth in the area and the need to address the resulting transportation issues.

Director Bower asked if ACHD is prepared to advance the project if the Board approves the request. Commissioner Bivens responded yes. Member McClure questioned the cost estimates and asked staff to provide assistance to ACHD and the city to develop a more accurate estimate. Member Blick also asked that the project be separated to show ITD's and the locals' responsibilities. Chairman Winder said the Board can consider the request to advance the Locust Grove overpass project when the costs have been updated, tentatively scheduled in June.

Tour – Ada County Highway District Traffic Control Center. The Board traveled to ACHD to view its traffic control center and learn more about the Intelligent Transportation Systems (ITS) activities underway in the Boise area. FHWA Administrator Coe said a scanning tour three years ago, which some of the Board members, ITD staff, and local officials participated in, was instrumental in establishing and promoting ITS in the Treasure Valley. He

March 17, 2000

believes beneficial activities have been accomplished and a successful program implemented. He added that another scanning tour, focusing on statewide ITS, is tentatively planned this summer and he hopes ITD will participate again.

Jim Larsen, ACHD Traffic Operations Engineer, reported that Boise's outdated traffic signals have almost all been replaced and staff can now adjust the traffic signals to accommodate major events in downtown Boise. ACHD has an aggressive schedule to install additional cameras at major intersections and eventually tie in with Boise State University and the television stations so they can provide commuters with current traffic information. A number of variable message signs will be installed as part of the Wye construction project, and local street variable message signs are also being considered. Work is progressing with Idaho State Police (ISP) on a commuter-aided dispatch system. He also said they are investigating a link to the airport and stressed the need to be proactive. The management plan for the next 20 years also includes expanding the ITS to Ada and Canyon Counties.

Mr. Larsen said ACHD has a great partnership with ITD and ISP on ITS activities. This partnership makes ACHD's traffic control center unique, along with the fact that the center includes both the interstate and local arterials. In closing, he thanked the Board for its support of ITS.

The Board thanked Mr. Larsen for the demonstration of the traffic control center and for the interesting update on ITS activities, then returned to the Transportation Department.

Employee Service Awards. The Board participated in the employee service awards, with Member McClure providing remarks on behalf of the Board. Chairman Winder presented Vice Chairman Combo with his 10-year service award and thanked him for his service on the Board.

Repeal of National 4.3-cent Fuel Tax (Revisited). Member Miller made a motion, seconded by Member Blick, and passed unanimously, to approve the following resolution:  
RES. NO. WHEREAS, the United States Congress is considering several proposed pieces of  
TB00-21 legislation to repeal the federal 4.3 cent tax on gasoline and diesel fuels; and

WHEREAS, the State of Idaho would lose \$142,800,000 in federal-aid highway funding in fiscal years 2002 and 2003 if the fuel tax is repealed; and

WHEREAS, the Idaho Transportation Department and all local highway agencies have programmed and committed to necessary highway improvement projects in reliance on the receipt of these federal-aid highway funds; and

WHEREAS, these programmed highway projects are critical for the safety of the traveling motorists on Idaho's highways; and

WHEREAS, the continued improvement and maintenance of Idaho's streets, roads, and highways are essential to Idaho's economy; and

WHEREAS, the loss of federal-aid highway funding by the repeal of the 4.3 cent tax on gasoline and diesel fuel goes against the spirit and intent of the Transportation Equity Act for the 21<sup>st</sup> Century.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board strongly opposes any legislation to repeal or suspend any federal fuel tax on gasoline and diesel fuels.

Old/New Business. SB Higgins distributed a draft revised copy of Board and Administrative Policies B- and A-09-06, State Highway System – Additions and Removals. She reported that the Board Subcommittee on Additions and Removals met yesterday to review the proposed changes, which mainly reflect the establishment and role of the Subcommittee. The consensus of the Board was to proceed with the revisions.

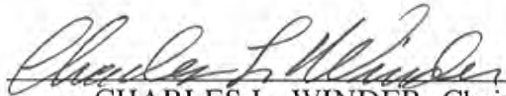
CE Ross is working with the District Engineers on standardizing the monthly letter each District Engineer submits to his respective Board member on the status of projects and various activities occurring within the District. All Districts should be using the new format next month.

Legislative Update. Budget, Policy, and Intergovernmental Affairs Manager (BPIRM) Mary Detmar reported that the Department's legislative proposals have been successful to date. The proposal to change flag sizes has passed the House and is in the Senate. The repeat DUI offenders and open container bills have both passed the Senate and will be heard in the House Judiciary and Rules Committee next week. The legislation regarding drivers license information, restricted access and written consent or opt-in, have both passed the Senate and House.

In response to Member McHugh's question, BPIRM Detmar reported that the seat belt proposals were all held in Committee.

The Board thanked BPIRM Detmar and staff for the extra time and efforts dedicated to legislative issues.

WHEREUPON, the regular monthly Board meeting officially adjourned at 12:05 PM.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
April 21, 2000  
Lewiston, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD  
AND TOUR OF DISTRICT 2

April 19-21, 2000

The Idaho Transportation Board met at 1 PM, on Wednesday, April 19, in Lewiston, Idaho. The following principals were present:

Charles L. Winder, Chairman  
John McHugh, Member – District 1  
Bruce Sweeney, Member – District 2  
Monte C. McClure, Member – District 3  
Gary Blick, Member - District 4  
Neil Miller, Member – District 5  
Sue S. Higgins, Secretary to the Board  
Dwight Bower, Director  
Jimmy Ross, Chief Engineer  
Jim Carpenter, District 2 Engineer  
Doug Moore, Assistant District 2 Engineer  
Jack Coe, Division Administrator – Federal Highway Administration

Dave Doeringsfeld, Port of Lewiston Manager, accompanied the group as it departed Lewiston west on US-12.

Tour of Lower Granite Dam. U.S. Army Corps of Engineers representatives Greg Graham and John McKern elaborated on the Salmon Recovery Feasibility Study and the fish recovery efforts underway. They provided an overview on the proposal to breach the four lower Snake River dams, including the economic impacts, as an option to aid migrating fish. The impact to navigation on the river is estimated at \$24 million annually. Messrs. Graham and McKern led the delegation on a tour of the dam before returning to Lewiston.

WHEREUPON the meeting recessed at 6:15 PM.

April 20, 2000

The Transportation Board meeting reconvened at 8:10 AM on Thursday, April 20, at the District 2 Office in Lewiston. All members except Vice Chairman Combo were present. North Latah Highway District Commissioner Sherman Clyde and Local Highway Technical Assistance Council (LHTAC) Deputy Administrator Byron Keely were in attendance.

Ken Helm, Transportation Staff Engineer Assistant, provided an overview of the various options to widen US-95 between Moscow and Lewiston, and the activities to date, including several public meetings.

April 20, 2000

At 8:45 AM, the Board departed north on US-95. Moscow Mayor Marshall Comstock and City Supervisor Gary Riedner joined the Board as it viewed the Moscow South Couplet project under construction. Mayor Comstock thanked the Board for the project. He believes it will be beneficial to the community and reported on plans to enhance the south entrance to the city.

Delegation – Dr. Michael Kyte, University of Idaho (U of I). Dr. Kyte welcomed the Board to the University campus. He reported on the cooperative ITD/U of I research program. Currently, there are 20 active projects valued over \$1.4 million. Some of those projects include the 129,000-pound pilot project for increased truck weights, statewide planning model, traffic signal control interface, and intelligent transportation systems. He also elaborated on the training activities, including the Technology Transfer Center that focuses on training for local entities, and the newly formed Northwest Training Alliance, which was established to better utilize and share resources from other states. Some of the future issues being looked into for the two entities include providing staff exchange opportunities, providing degree programs for technicians and engineers, and improving the recruitment and retention efforts for University engineering students and Department engineers.

Dr. Don Blacketter provided an overview on the FutureTruck project, which encompasses re-engineering a full-size sport utility vehicle to meet the needs of the future, including efficient transportation that has the performance, utility, and affordability that customers expect. It is a competition to modify a 2000 Chevrolet Suburban using cutting-edge technologies like fuel cells, advanced propulsion systems, and alternative fuels like natural gas and ethanol. The vehicles will be judged on on-road energy efficiency, greenhouse gas impact exhaust emissions, acceleration, trailer towing capability, engineering design, consumer acceptability, and cost or manufacturability.

Assistant Vice President of Facilities, Joanne Reece, extended President Robert Hoover's greetings and apologies for not being able to meet with the Board. She thanked the Board for the improvements being made on US-95 and emphasized the importance of a good transportation system. She also expressed pleasure with the good working relationship the University has developed with DE Carpenter and his staff. Ms. Reece shared some of the plans at the campus, both for expansion, and improving the southeast entrance to the campus at Sweet Avenue. She believes the Lauder/Styner intersection is a safety concern and that a traffic signal would alleviate some of those concerns. In conclusion, she expressed a need for alternative forms of transportation and the desire to develop additional bike trails.

Dr. Kyte led the group on a brief tour of the Engineering Center and the Board members viewed the FutureTruck and visited with students working on this project.

During an informal lunch, the Board recognized Jerry Schutz for his service to the Public Transportation Advisory Council (PTAC) and Region 2 Public Transportation Advisory Committee. Mr. Schutz recently resigned his position as PTAC Chair, after serving on the two committees for eight years. Chairman Winder thanked Mr. Schutz for his dedication to public transportation and presented him with a plaque in honor of his time and efforts to the state. The

Board also visited with Moscow Mayor Comstock and Councilman Steve Busch at the luncheon. The tour continued east on SH-8.

Delegation – Latah Trail Foundation. Latah County Commission Chair Lareca Stauber thanked the Board for meeting the delegation along the proposed trail site near Joel. Andy Grant, Latah County Parks and Recreation, elaborated on the proposed 11-mile bike trail between Moscow and Troy. The trail would provide an alternative form of transportation for commuters. He said the foundation is in the process of buying right-of-way for the trail, and an Enhancement application for \$495,000 is being submitted.

Chair Stauber added that several public meetings have been held in the area on the project and there appears to be overwhelming support for the bike trail, including endorsements from Latah County and the cities of Moscow and Troy. A number of donations for the project have been received. Representative Tom Trail expressed his support for the proposed project and said it is important to the area. Troy Mayor John Blom added his support and believes it is a very worthy project. In conclusion, Chair Stauber expressed appreciation to the Department staff for its assistance and guidance, and encouraged the Board to fund the Moscow to Troy bike path.

Chairman Winder thanked the delegation for the presentation. He added that the Board has been supportive of these projects in the past, particularly when communities are united in support of the project, and that the Board will give full consideration to funding the project when the Highway Development Program is submitted to the Board for approval.

The tour continued east on SH-8, and south on SH-99. After a brief stop at the Kendrick roadway settlement site, the group continued south on SH-3. The SH-3, Arrow Junction to Little Potlatch Creek Bridge, project under construction was viewed before the group returned to the District Office in Lewiston via US-12 west.

The Board viewed the public service announcements released recently to promote the Idaho Highway Historical Marker Guide and seat belt usage. A video clipping of the recently reconstructed Juniper Rest Area was also shown.

Delegation – Gary Hanes and Carl Younce. Carl Younce, Regional Director for the Lewiston Grain Growers, reported on the negative impact the proposed abandonment of the Camas Prairie RailNet line from Spalding to Grangeville would have on the area. Not only would the closure be devastating to shippers, but also to farmers and the communities. As companies and private businesses lose railroads, the economic development of communities diminish, as well as the employment opportunities. He believes the abandonment of this line would result in an increase of 2,500 to 3,000 truckloads, which may be detrimental to the roads and motorists. He reported that some states provide assistance in this arena, such as purchasing rail lines that are in danger of abandonment and contracting with short line carriers to operate the lines, reducing maintenance costs by using inmates to provide on track maintenance, providing ties and tracks for lines, and providing state-owned hopper cars for hauling grain. He encouraged the Board to provide assistance on this important issue.

Mr. Hanes, representing various shippers in the area, also expressed concern with Camas Prairie RailNet's proposal to abandon the Grangeville to Spalding line. He summarized the timetable for the abandonment procedure, and said he would like the interested parties to have more time to develop a workable solution. Mr. Hanes also expressed concern with safety issues if the line is closed, resulting in additional truck traffic on the highways.

Director Bower said that staff is looking into the possible impacts of increased truck traffic on US-95 if the line is abandoned and will report its findings to the Idaho Public Utilities Commission. Chairman Winder thanked Messrs. Younce and Hanes for their remarks. He said the information and concerns presented to the Board members will be shared with staff and they will ask staff to determine if the Board can be of additional assistance.

WHEREUPON the meeting recessed at 4:40 PM.

April 21, 2000

The Transportation Board meeting reconvened at 8:30 AM on Friday, April 21 at the District 2 Office in Lewiston. All members were present except Vice Chairman Combo. Chairman Winder commented on the beautiful dogwoods in bloom and said it is a lovely time of year to be in Lewiston. He welcomed former Senator and Board Member Mike Mitchell to the meeting.

March 16-17, 2000 Board Minutes. Member McHugh made a motion, seconded by Member Miller, to approve the minutes of the Board meeting held on March 16-17, 2000 as submitted. The motion passed unanimously.

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

May 18-19, 2000 – District 4

June 21-23, 2000 – District 3

July 19-20, 2000 – District 1

August 24-25, 2000 – District 5

Consent Calendar. Member Sweeney made a motion, seconded by Member Blick, to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board has  
TB00-22 received and reviewed the quarterly report on administrative settlements of right-of-way acquisitions, the contract award information, the new and supplemental professional agreements report, the quarterly returned check report, the annual report on status of state-owned buildings, and the financial statement.

1) Quarterly report on Administrative Settlements of Right-of-Way Acquisitions.  
During the quarterly period from January 1 through March 31, 28 parcels were processed, with 7, or 25%, being administrative settlements.

April 21, 2000

2) Contract Award Information. IMG-0003(111) and IMG-0004(105), keys 6250 and 6251 – FY00 District 3 and District 4 Pavement Striping, I-84 and I-86, various counties. Low bidder: Eterna-Line Corp. of Idaho, Boise, Idaho - \$218,485.

HS-163-0090(154), key 8017 – I-84, East Boise Port of Entry to Milepost 82, Ada and Elmore Counties, District 3. Low bidder: Thomas Grinding, Inc., Moore Haven, Florida - \$27,064.98.

STP-2390(129), key 7588 – Ketchum Streetscape Phase II, Blaine County, District 4. Low bidder: Central Idaho Construction Inc., Shoshone, Idaho - \$252,585.03.

HS-163-0090(056), key 7927 – I-15, Bonneville County Line to Turnout Area, Bonneville and Jefferson Counties, District 6. Low bidder: Mark Rite Lines of Montana, Inc., Billings, Montana - \$60,900.

IM-86-2(021)18, key 6103 – I-86, Raft River to Rockland Interchange, Power County, District 5. Low bidder: Cannon Builders, Inc., Blackfoot, Idaho - \$574,224.30.

ST-5120(622), key 6942 – SH-200, Clark Fork to Montana State Line, Bonner County, District 1. Low bidder: Interstate Concrete and Asphalt, Sandpoint, Idaho - \$1,147,395.69.

ST-3707(611), key 7348 - SH-78, Marsing to Murphy, Owyhee County, District 3. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$349,143.15.

HS-163-0090(153), key 7995 – US-95, Spalding to Lewiston Rumble Strips, Nez Perce County, District 2. Low bidder: Thomas Grinding, Inc., Moore Haven, Florida - \$23,622.54.

ST-2350(612) and ST-2350(614), keys 7756 and 7928 – US-26, Gooding to Lincoln County Line and Lincoln County Line to Shoshone, Gooding and Lincoln Counties, District 4. Low bidder: Western Construction, Inc., Boise, Idaho - \$2,162,052.98.

3) New and Supplemental Professional Agreements Report. The Consultant Administration Unit processed \$1,882,760 in new and supplemental agreements between March 1 and April 3.

4) Quarterly Returned Check Report. During the third quarter, \$17,966,075 in checks were received while \$23,566, or .1312% were returned. Collections amounted to \$24,521 for an annualized collection rate of 91.75%.

5) Annual Report on Status of State-owned Buildings. The report included the established fair rental value, the amount paid by the employee, and the portion that qualifies as a taxable fringe benefit. Statewide, the Department has 25 contracts, 1 contract pending, and 14 vacancies.

6) Financial Statement. Federal aid revenues are approximately \$15 million under projections to date, while collections of unrestricted state highway revenues are about \$5 million

above projections. Expenditures are running at or below budgeted levels for the fiscal year through February.

Member Sweeney commented on the excellent bids received and asked if there is a reason for the good bids. CE Ross said there is a lot of competition and he also believes some unique projects, like rumble strips, resulted in lower bids because staff does not have a history of these types of projects to base the estimate on. Member Miller expressed concern with one of the low bidders, as the Department has experienced problems with the contractor on past projects. He asked if contractors' history could be considered when awarding bids. DAG McMahon replied that a contractors' previous work could not be factored into the award of a bid.

The motion passed unopposed.

Board Items. Member McHugh expressed concern with funding bike paths in the Congestion Mitigation/Air Quality (CMAQ) Program. He asked if the Board could change its policy and remove bike paths as an eligible activity. Although bike paths are clearly an eligible activity, Director Bower believes bike paths could be removed as one of the types of CMAQ projects funded. However, he said that areas that are in non-compliance could address air quality issues with bike paths, so changing the policy may create problems. Mr. Coe concurred that bike paths are an eligible activity, but added that the Board has the flexibility to determine which projects to fund.

Because the Enhancement Program allows bike paths, Member McHugh does not believe they should be funded in the CMAQ Program. Chairman Winder said he does not want to exclude all bike path projects. Some communities have a variety of lifestyles, including commuting on bicycles. Member Sweeney added that the Board has final approval on the CMAQ Program and if a bike path project is recommended but does not meet the air quality standards, the Board does not have to approve it. Chairman Winder suggested that staff review the CMAQ requirements with the Board and provide a history on the type of projects that have been funded in the CMAQ Program.

Member McHugh made a motion to express to the CMAQ Review Committee that bike paths are the Board's lowest priority for funding in the CMAQ Program. Member Blick seconded the motion.

Member McClure said that some bike paths improve air quality and that it is the Board's responsibility to review and approve the best projects for improving air quality and congestion mitigation. Member Blick concurred, but stated the Review Committee should still be informed that bike paths are a lower priority, and reiterated that the Board has final approval on the projects.

Member Miller said bike path projects need to have merit in mitigating traffic and air quality. The projects need to demonstrate a benefit to air quality and congestion. Director Bower added that the policy allows funding projects in areas that may have an air quality problem and projects have to be reviewed based on the cost benefit ratio. He added that FHWA is developing a new policy on bicycle/pedestrian issues and asked Mr. Coe to elaborate on this

new direction. Mr. Coe said that bicycle/pedestrian facilities will need to be considered and incorporated in all federal aid projects, unless a good reason is demonstrated for not including the paths. If the cost of a bike/pedestrian path increases the cost of a project by 20-25%, then the path will not have to be included.

As a member of the CMAQ Review Committee, Mr. Mitchell believes the Department has established a good policy and excellent guidelines for this Program. The application stresses the need to improve air quality and staff does an in-depth analysis of the projects to ensure compliance with the intent of the Program. He added that although the committee is relatively new, it is a good committee and does a good job.

Member McHugh withdrew his motion and Member Blick concurred.

Member Blick stated that Blaine County Commissioner Dennis Wright asked if the Department would consider including a Regional Public Transportation Authority (RPTA) study as part of the environmental assessment being conducted on SH-75. The RPTA would encompass the same area. Member Blick believes the commissioners may meet with the Board next month to discuss this issue. Director Bower said ITD has met with interested parties on establishing an RPTA and will continue providing assistance to the group as it explores its options. He added that the environmental assessment will include a public transit component.

Member Blick also reported that the additional river crossing study in the Twin Falls area is almost complete. There have been some discussions about a study to consider funding options for a new bridge. He said Representative Mike Simpson has been involved in the discussions and expressed an interest in providing assistance. Estimated costs of the study are \$70-80,000.

Director's Items. Director Bower reported that the groundbreaking ceremony for the Lolo Pass Information Center will be on July 18. The project is progressing well, and the Forest Service will administer the contract. Because the lynx has recently been identified as an endangered species and is believed to be in the area, the environmental assessment needs to include the lynx. ITD is working with US Fish and Wildlife, the Forest Service, and FHWA on a memorandum of understanding (MOU) to fund the study. The MOU would allow ITD to proceed with its planned projects on US-12 while the study is underway. The five-year study is estimated to cost \$1.25 million and would be funded by the Forest Service, ITD, and Montana.

Mr. Coe elaborated on this issue and said a biological assessment of the lynx is needed. If ITD is part of the study, a "no jeopardy" judgment would be issued, allowing ITD to continue with planned projects throughout the state while the lynx is being studied. The study would be used for all future projects, as designation of the lynx as an endangered species will likely impact other parts of the state, not just the US-12 corridor. The study will also develop a process to address other endangered species. The Forest Service has agreed to pay two-thirds of the project, as Montana has opted not to participate in the study. Director Bower added that there is money in the Enhancement Program to cover ITD's \$425,000 share of the project. He added that the passing lanes scheduled on US-12 and other improvements are needed and this study and MOU would allow the Department to proceed with those projects.

In response to a question on why Montana is not participating in the study, Director Bower replied that the US Fish and Wildlife Office with oversight in Montana will not agree to the "no jeopardy" clause for Montana. Also, Montana does not have projects planned on US-12 in the vicinity of the Information Center.

Member McClure made a motion to approve up to \$425,000 to fund the lynx study with the understanding that the "no jeopardy" clause will be incorporated in the memorandum of understanding and that the whole state of Idaho will be covered by the study. Member McHugh seconded the motion.

Member Miller asked if the Department can provide input in and review the study during the process. Director Bower said an oversight committee would be established for the study. Mr. Coe added that ITD will be part of the oversight committee and that the MOU includes a clause requiring an annual progress report.

The motion passed unanimously.

Delegation – Lewiston-Nez Perce County Airport. Airport Manager Robin Turner thanked the Board for its time and for its interest in aviation. He stressed the important role aviation plays in the state and distributed an "Economic Impact of Airports in Idaho" booklet. The boardings at the Lewiston airport have increased 38%. He recently attended a Federal Aviation Administration (FAA) Northwest Mountain Region Conference. Some of the predictions mentioned at the conference include that regional jet service will be coming to Lewiston and other Idaho airports, and FAA will develop more stringent safety standards. He expressed concern with identifying the funds needed to match the additional revenue Idaho will be receiving as a result of the AIR-21 legislation. In conclusion, he encouraged the Board to work with the Department of Commerce to attract more commercial airlines to the state.

Chairman Winder thanked Mr. Turner for his remarks.

Delegation – City of Lewiston. Lewiston Mayor Jeff Nasset welcomed the Board to Lewiston. The city is anticipating a lot of visitors to the area in commemoration of the Lewis and Clark Bicentennial, which starts in 2003. He stated good roads are an important component for the celebration and said the city wants to continue the cooperative working relationship with ITD on transportation issues.

City Manager Jan Vassar expressed appreciation to DE Carpenter and his staff for the excellent working relationship that has been established and the assistance ITD provides. The city is working on an application for improvements to Southway Avenue. The project would consist of sidewalks, curb, and gutter. An application for a street sweeper funded with CMAQ funds is also being prepared. She elaborated on the city's plans to improve its local streets, and said that Snake River Avenue is its highest priority. The city would like to partner with ITD to improve this minor arterial. The improvements are estimated at \$3.7 million.

Chairman Winder thanked the delegation for the comments.

Director's Items, Continued. Director Bower reported that the Congressional attempt to repeal 4.3 cents of the federal fuel tax has not been defeated, but it did fail to reach cloture. Staff will continue monitoring the activity on this issue. He also said that WASHTO passed a resolution opposing this move, then submitted it to AASHTO, which approved a similar resolution. The WASHTO resolution was based on the resolution the Board approved last month.

Director Bower thanked the Board members, especially Chairman Winder, for their assistance in negotiating a settlement with the American Trucking Association (ATA) on the weight distance tax/truck registration issue. A settlement of \$27 million was reached, along with the repeal of the weight distance tax and increase in commercial and farm vehicle registration fees. He stated that Chairman Winder provided excellent leadership and was instrumental in the negotiation process.

Chairman Winder said it was a great team effort and the ITD staff was very helpful. He praised Mary Detmar for her legislative efforts and leadership. He also acknowledged staff's efforts, as he realizes a number of players were involved in the Department's successful efforts.

Director Bower distributed a draft brochure explaining Idaho's new commercial and farm vehicle registration fee. He asked the Board to review the document and provide comments. Chairman Winder encouraged the Department to develop a public relations/media campaign to inform truckers of the changes. He added that the Cattleman's Association offered assistance with informing the public of these changes.

Director Bower recently attended the WASHTO Chief Administration Officers (CAO) meeting and then the AASHTO CAO meeting. He reported that the majority of resolutions approved by AASHTO were submitted by WASHTO, such as resolutions on Emergency Relief funding and environmental streamlining activities. He thanked the Board for its support of WASHTO.

The Department still has not received word on its corridor border application, according to Director Bower.

Director Bower said Governor Kempthorne asked him to participate in a trade mission to Canada. A meeting will be held May 25 and 26 and will include discussions on truck issues.

Chief Engineer's Items. CE Ross distributed an article from a recent AAA report focusing on traffic safety. The article recognized ITD's 3E Program.

At the recent AASHTO meeting, CE Ross was asked to chair a Task Force on Forest Service roads. The U.S. Forest Service has a number of roads, including public roads, and it would like its infrastructure system to be seamless with the states' system. Many of the Forest Service roads are mainly for recreational purposes and should be public roads. The Forest Service would like to be included in appropriations through TEA-21. The Task Force was established to review this direction and determine if this request should be supported. The Task Force hopes to finalize its work and have a report completed by December.

Contract Awards. The low bid on IM-84-3(062)216, IM-84-2(053)128, and IM-84-3(063)182, keys 7468, 7469, and 7470 – I-84, Snake River Bridge, Near Declo; Snake River Bridge, Near King Hill; and SH-50 Interchange Bridge Repair, Jerome County; Cassia, Minidoka, Jerome, and Elmore Counties, District 4, was more than ten percent over the engineer's estimate, requiring justification. The main cost differences were for mobilization, deck patching at the Declo site, and patch and repair bridge deck at the SH-50 interchange. In reviewing the bids, staff does not anticipate that a lower bid will be achieved by re-advertising the project, and recommends awarding the project.

Member McClure asked if the project needs to be done now, or if it could be delayed. CE Ross responded that the project could probably be delayed, although there appears to be an advantage to award the project at this time. He added that there is specialty work involved in the project, which is more difficult to estimate.

Member Blick made a motion to award IM-84-3(062)216, IM-84-2(053)128, and IM-84-3(063)182, keys 7468, 7469, and 7470 to the low bidder: Cannon Builders Inc., Blackfoot, Idaho - \$479,302.40. Member McClure seconded the motion and it passed unopposed.

Member McClure made a motion to award STP-7553(100), key 5702 – Federal Way, Broadway to Gekeler, Ada County, District 3 to the low bidder: Central Paving Company, Inc., Boise, Idaho - \$3,616,971.82. Member Miller seconded the motion and it passed unanimously.

The low bid on STP-1786(100), key 5315 – Hooper Street, Soda Springs, Caribou County, District 5, was more than ten percent over the engineer's estimate, requiring justification. CE Ross said the major price variations were in the plant mix pavement, concrete sidewalk, curb and gutter, traffic control items, and construction surveying. The increase in plantmix pavement, including asphalt and additives, is most likely due to rising oil prices. The higher cost for the concrete sidewalk and combination curb and gutter is probably due to the fact that the nearest commercial batch plant is 65 miles away. CE Ross reported that the City of Soda Springs has agreed to pay any excess costs associated with its portion of this project. Staff believes the higher bids reflect a busy, ongoing construction season for the bidders and recommends awarding this contract.

Member McClure made a motion to award STP-1786(100), key 5315 to the low bidder: HK Contactors, Inc., Idaho Falls, Idaho - \$3,275,893.46. Member Blick seconded the motion and it passed unanimously.

Update on Stanley Airport Purchase and Acquisition. Chairman Winder welcomed Aeronautics Advisory Board (AAB) Chairman Bill Parish to the meeting. Aeronautics Administrator (AA) Bart Welsh reported that ITD has received and reviewed the appraisal for acquiring the Stanley Airport, however the Forest Service has not reviewed the appraisal. At the conclusion of that review there will be specific numbers developed for the value of the property, the value of the easement, and an after-easement price. The appraisal review is expected to be completed by the end of May, and no action can occur until then. Director Bower added that the Forest Service did not agree to a joint review because of regulations it needs to follow.

Chairman Winder was asked to determine if the Board would be receptive to several payments over a number of years to the Stanharrah Corporation. The consensus of the Board was to have staff look at funding and payment options.

King Air User Rate Adjustments. AA Welsh reported on the continued popularity of the King Air and above-anticipated usage. Original estimates were that the King Air would fly approximately 200 hours per year. During its first year of operation, it has flown 375 hours. The costs of operation are being monitored closely to ensure the user rates cover the actual operational costs. There has been a substantial change in fuel costs over the past few months, and because fuel is the largest variable in the cost of the King Air, an adjustment needs to be made in this area. AA Welsh reported that staff adjusts the costs of the other aircraft as necessary.

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

RES. NO. WHEREAS, the Division of Aeronautics operates a King Air aircraft for the use  
TB00-23 of all state agencies; and

WHEREAS, the charges for the use of the King Air were based on estimates; and

WHEREAS, the actual costs have exceeded the original estimates, primarily in the fuel area; and

WHEREAS, it was the intent of the Idaho Transportation Board that the operational costs would be paid for by the agencies using the aircraft; and

WHEREAS, the rate being charged is not sufficient to cover these costs; and

WHEREAS, the costs of fuel at the time of the rate estimate was computed at \$1.52 per gallon; and

WHEREAS, costs for the King Air fuel are now running \$2.10 per gallon.

*NOW THEREFORE BE IT RESOLVED*, that the rate charged for the King Air aircraft will be adjusted from \$415.00 per hour to \$465.00 per hour; and

*BE IT FURTHER RESOLVED*, that the Aeronautics Administration will adjust the rates on all aircrafts periodically to cover increased fuel costs and other operational costs.

Director Bower said the Department may encounter major maintenance costs for the King Air earlier than originally estimated due to the higher usage rate, and a supplemental may be requested to fund these maintenance needs. Chairman Winder questioned the feasibility of increasing the hourly rate to build up a reserve for these costs. He would like to know an anticipated schedule of major maintenance improvements and costs. He also encouraged better management and operation of the aircraft to prolong the life of the aircraft.

The motion passed unanimously.

Chairman Winder thanked AAB Chairman Parish for his service and dedication to the AAB and to the State of Idaho.

Legislative Report. Director Bower thanked Budget, Policy, and Intergovernmental Manager (BPIRM) Mary Detmar and staff for their efforts on legislation. BPIRM Detmar expressed appreciation for the excellent assistance she received from staff on legislative issues, as well as Chairman Winder's and Director Bower's leadership and efforts on the ATA lawsuit and settlement, and other legislative issues. She also praised Highway Safety Manager JoAnn Moore for the hard work and time she dedicated to the open container and repeat Driving Under the Influence offenders legislation. Those proposals, along with the Department's two bills protecting access to personal information in vehicle and driving records, and changing the flag size requirements, all were approved.

BPIRM Detmar reported that a motion for acceptance of the ATA settlement will be presented to the judge next week with a ruling expected by July. Three teams have been established to implement the conversion from weight distance tax to a higher vehicle registration system for commercial and farm trucks. Some of the issues these teams will address include changing policies, procedures, and forms; training for both ITD staff and truckers; and a study of the system to determine what and how to report the impacts and results of the legislation to the Germane Committee annually.

Chairman Winder thanked BPIRM Detmar for the legislative report and for her hard work and efforts on legislative issues.

Relinquishment of I-90 Business, Ironwood Drive to Sherman Avenue Interchange, Coeur d'Alene, District 1. As authorized by the Board in January, District 1 has finalized an agreement with the City of Coeur d'Alene to remove I-90 Business from the state highway system. DE Scott Stokes said this transaction will be finalized upon a one-time payment of \$2.5 million from ITD to cover a portion of the roadway reconstruction costs. Funds for the \$2.5 million would be provided from the FY00 Board Unallocated Program in the amount of \$1.2 million, and the remainder from the current FY00 fund balance in the State-Funded Program.

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

RES. NO. WHEREAS, the Idaho Transportation Board had given direction to finalize an  
TB00-24 agreement to remove I-90 Business from Ironwood Drive to the Sherman  
Interchange from the state system; and

WHEREAS, the Board, at its January 2000 Board meeting, authorized the negotiation of a payment to the City of Coeur d'Alene of a sum not to exceed \$2.5 million for development and construction costs for I-90B; and

WHEREAS, it is advantageous to ITD and the City of Coeur d'Alene to relinquish I-90B to the City; and

WHEREAS, a Road Closure and Maintenance Agreement has been negotiated between ITD and the City of Coeur d'Alene for release of I-90B to the City.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board authorizes the addition of a \$2.5 million project in FY00 of the State-Funded Highway Development Program, for payment to the City of Coeur d'Alene as specified in the Road Closure and Maintenance Agreement to remove I-90B, from Ironwood Drive (milepost .267) to the Sherman Avenue Interchange (milepost 3.661), from the state highway system.

Request for Supplemental Agreement, US-95, Junction SH-1 Northeast, Boundary County, NH-F-5116(067), Key 4177, District 1. MK Centennial was issued a professional agreement last year to develop the project on US-95 from the Copeland Junction to the Canadian Line at Eastport, according to District 1 Project Development Engineer Jim Roletto. The project is broken into three segments and the total original agreement amount is \$2,425,000. Originally, the District planned to complete the design of Segment II, milepost 522 to 526, with minimal consultant involvement. Due to staffing shortfalls, the District determined that it is necessary to have a consultant analyze Segment II with alternative alignments and enhance public involvement on the entire project. The agreement with MK Centennial would increase by \$700,000 for a total agreement amount of \$3,125,000.

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

RES. NO. WHEREAS, the US-95, Junction SH-1 Northeast, Boundary Country project is of  
TB00-25 regional and statewide importance; and

WHEREAS, the Idaho Transportation Board recognizes that the current workload by all Districts limit the use of Department staff to fully design projects; and

WHEREAS, the Idaho Transportation Department, District One, has identified a need to increase consultant assistance to perform design work on the US-95 project so that it will be constructed on time; and

WHEREAS, the Idaho Transportation Board acknowledges that the use of a consultant for this project will be a good use of state resources.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes Department staff to negotiate a supplemental agreement for consultant services with MK Centennial Engineers to complete the design of the project.

Timber Way to Elkhorn Road Scheduling Changes with US-93 Passing Lanes, District 4. Due to concerns from the Wood River Valley community, staff desires completing an environmental analysis of the entire SH-75 corridor from Timmerman Junction to Ketchum. This environmental analysis must be completed prior to proceeding with any additional projects other than the already approved and environmentally cleared SH-75 project from the intersection of Alturas Drive to Timber Way. The preliminary engineering funds for the SH-75 projects have

already been obligated, with \$226,000 having been expended, leaving a balancing of \$814,000. The District is requesting to use these funds to hire a consultant to complete the environmental analysis and documentation for the SH-75 corridor. Staff also requests that the construction funds be rescheduled from the SH-75 projects into Preliminary Development. This change makes \$4,970,000 in funds available in FY00. The District requests that these funds be used to move the US-93 passing lane projects (key 6989, 7475, and 7493) from FY01 into the FY00 construction year. These projects are scheduled to be ready for plans, specifications, and estimates submittal and obligation in August at a cost of \$4.2 million.

Director Bower said additional funds may be needed for the environmental assessment for the SH-75 corridor. ITD can proceed with the East Fork Bridge and intersection improvement projects at this time. Once the environmental assessment is complete, the rest of the projects in the area will be revisited.

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

RES. NO. WHEREAS, the environmental requirements for the SH-75, Timber Way to  
TB00-26 Elkhorn Road, project are not started and need to be completed prior to final design and construction; and

WHEREAS, the Idaho Transportation Board determined that an Environmental Analysis of the entire Wood River Valley transportation corridor be completed using the available preliminary engineering funds currently obligated for the Timber Way to Elkhorn Road project; and

WHEREAS, in order to meet project and community needs, the Timber Way to Elkhorn Road project construction should be delayed until the Timmerman Junction to Ketchum Environmental Analysis can be completed; and

WHEREAS, the current construction funds for the Timber Way to Elkhorn Road project should be used to fund other District projects in FY00.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves using the existing obligated preliminary engineering funds for Timber Way to Elkhorn to complete an Environmental Analysis from Timmerman to Ketchum, and fund the construction of the US-93 passing lane projects with the current FY00 Timber Way to Elkhorn Road construction funds; and

*BE IT FURTHER RESOLVED*, that staff is directed to reschedule the Timber Way to Elkhorn Road construction (key 3077) into the Preliminary Development year of the Federal Surface Transportation Highway Program, and reschedule the US-93 passing lane projects (key 6989, 7475, and 7493) from FY01 to the FY00 construction year; and

*BE IT FURTHER RESOLVED*, that staff is authorized to amend the FY00-02 Statewide Transportation Improvement Program in accordance with the

provisions of the Transportation Equity Act for the 21<sup>st</sup> Century to reflect the above changes.

Coordination of Contiguous Projects, Construction on SH-28 and SH-22, District 6. The FY00 SH-28, Lemhi County Line, North, project is ready to let. Two contiguous projects, SH-28, Gilmore Summit North, Lemhi County, and SH-28, Gilmore Road to Eighteen Mile Road, are designed and ready to let, but are funded in FY01. A project on SH-22, Junction SH-33 to Clark County Line, is programmed in FY00. A contiguous project, SH-22, Butte County Line to Clark County Line, is scheduled in FY01. Staff requests advancing the two SH-28 projects, Gilmore Summit North, Lemhi County (key 7067) and Gilmore Road to Eighteen Mile Road (key 7711) to FY00 and companioning them with the Lemhi County Line, North project. This will likely result in more favorable bid prices and lowered contract administration costs. To offset this action, the SH-22, Junction SH-33 to Clark County Line (key 7704) project would be delayed into FY01 so it can be designed and companioned with the SH-22, Butte County Line to Clark County Line project.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
TB00-27 to publish and accomplish a current, realistic, and fiscally constrained Highway Development Program; and

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

WHEREAS, the Transportation Equity Act for the 21<sup>st</sup> Century of 1998 requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, District 6 has determined that SH-28, Gilmore Summit North, Lemhi County (key 7067) and SH-28, Gilmore Road to Eighteen Mile Road (key 7711) are ready for construction in FY00.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the delay of SH-22, Junction SH-33 to Clark County Line (key 7704) from FY00 to FY01 in the State Funded Program for the purpose of providing funding for the advance of SH-28, Gilmore Summit North, Lemhi County (key 7067) and SH-28, Gilmore Road to Eighteen Mile Road (key 711) to FY00.

Board and Administrative Policies B- and A-06-42, Bidding and Contracting Rental Equipment. CE Ross said the proposed changes to the Board policy include modifying a title, changing advertisement procedures, and updating references. The administrative policy has similar changes, plus delegated authority to Division Administrators to waive formal bidding requirements in times of emergencies. He added that any equipment rental exceeding \$25,000 per project must be advertised. Some discussion was held earlier on raising that amount to \$50,000, but staff determined that the current amount was sufficient.

Member McClure made a motion, seconded by Member Blick, to approve the revisions to Board Policy B-06-42, Bidding and Contracting Rental Equipment. The motion passed unanimously.

Additional Information on Final Amount Versus Contract Bid Amount. As a follow-up to last month's discussion on this subject, CE Ross provided the engineer's estimates for the state and federal contracts for FY99. The statewide total of the engineer's estimates was \$105,020,188 while the contract bid amount was \$98,674,550, or 94%. The final contract amount totaled \$103,224,310, or 98% of the engineer's estimate. He elaborated that staff reserves the right at any time during the project to make such changes in quantities and such alteration in the work as necessary to satisfactorily complete projects. This includes any new work that was not required by the terms of the original contract.

The Board members thanked CE Ross and staff for preparing the additional data. They complimented the Department on the good estimates and final results.

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

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

Delegation – Public Transit Providers. The area public transit providers were invited to the meeting to discuss their operations, needs, and challenges. Tom La Pointe, Executive Director of Regional Public Transit, Inc., thanked the Board for its time, support of public transportation, and establishing the Vehicle Investment Program (VIP). He reported that operating funds are a concern, particularly for recruiting and retaining staff, as existing funds for employee benefits are minimal. He has been attending Intelligent Transportation Systems meetings sponsored by ITD and is looking at computer-aided dispatch systems. He added that software has been a challenge for his entity. In conclusion, he thanked Public Transportation Administrator Larry Falkner, Grants Officer Steve O'Neal and the rest of the ITD staff for their assistance and support.

Ethel Le Cornu, Transportation Planner for the Nez Perce Tribe, also thanked the Board for its assistance and the VIP. She elaborated on the Tribe's senior programs and anticipates those needs will increase as the population continues to age. Operating costs are also a concern to her. She plans on seeking 5309 funds and offered assistance to the Department in the transportation arena, such as contacting the Congressional Delegation on issues. She also reported on the excellent working relationship with the Department's staff.

Interlink does not receive state or federal funds for public transportation, according to Julie Williams. She provided an overview of the voluntary services Interlink provides. Although RSVP receives state, federal and local funds, Eva Mathewson said it is also a volunteer program. The majority of riders need transportation to medical facilities and grocery stores. RSVP has turned down a number of transportation requests due to lack of funding.

The Executive Director for the Council on Aging and Human Services, Karl Johanson, said his agency provides transportation services in Clearwater, Idaho, Latah, and Lewis Counties and receives federal funds. The Council brokers trips to volunteer agencies. One of his concerns is that a number of trips are for only one person, but the vehicles are large vans and buses, which is uneconomical.

Chairman Winder emphasized the Board's support for and interest in public transportation and thanked the delegation for its remarks. He extended appreciation to the public transit providers for the services they provide and their efforts in the public transportation arena.

Ranking Method for Railroad Grade Crossing Protection Account. Lee Wilson briefed the Board on the history of the railroad grade crossing protection accounts and the procedures for identifying projects. He stated that local projects are often delayed because the projects are not designed in a timely manner. Staff is looking into streamlining this Program and will continue working on a new process and will work with LHTAC on improving and implementing the new procedures.


Annual Report on Railroad Grade Crossing Protection Account. Eight railroad grade crossing protection projects have been obligated to date in FY00, with an additional four projects anticipated to be obligated. Four projects are currently proposed for funding in FY01. The rail-highway incident summary for calendar years 1995 through 1999 were also presented.

Delegation – Representative Chuck Cuddy. Representative Cuddy reiterated the projected increase in traffic in north central Idaho in observance of the upcoming Lewis and Clark Bicentennial. He encouraged the Board to make infrastructure improvements, especially on US-12. Chairman Winder provided Representative Cuddy with a map of projects planned in the area in response to the planned celebration. Representative Cuddy also reported that there has been some discussions to designate the Lewis and Clark trail as a national monument. He assumes that designation would restrict the improvements that could be made on the highway, and he encouraged the Department to look into the impacts of a national monument designation and be prepared for this action. He concluded by thanking the Board for its work and service to the state.

Chairman Winder thanked Representative Cuddy for his comments, particularly regarding the national monument proposal, and for his efforts and support in the legislature.

Old/New Business. Last month the Board heard a presentation from Jenna Gaston, Highway Archaeologist, and held discussions on historic designations. Member Blick expressed concern at that meeting with two homes along the Twin Falls alternate route project that have been designated historical, against the owners' wishes. He had asked Ms. Gaston to assist those property owners with this issue. He asked if the property owners received that assistance. Staff will follow-up on that.

WHEREUPON, the regular monthly Board meeting officially adjourned at 2:20 PM.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
May 18, 2000  
Shoshone, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD  
AND TOUR OF DISTRICT 4

May 18-19, 2000

The Idaho Transportation Board met at 9 AM, on Thursday, May 18, at the District 4 Office in Shoshone, Idaho. The following principals were present:

Charles L. Winder, Chairman  
John X. Combo, Vice Chairman – District 6  
John McHugh, Member – District 1  
Bruce Sweeney, Member – District 2  
Monte C. McClure, Member – District 3  
Gary Blick, Member - District 4  
Neil Miller, Member – District 5  
Sue S. Higgins, Secretary to the Board  
Dwight Bower, Director  
Jimmy Ross, Chief Engineer  
Devin Rigby, District 4 Engineer  
Jack McMahon, Deputy Attorney General

Jeff Shinn, Division of Financial Management, was also present.

April 19-21, 2000 Board Minutes. Member McHugh made a motion, seconded by Member Blick, to approve the minutes of the Board meeting held on April 19-21, 2000 as corrected. The motion passed unanimously.

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

June 21-23, 2000 – District 3  
July 19-20, 2000 – District 1  
August 24-25, 2000 – District 5  
September 20-22, 2000 - Boise

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

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves  
TB00-28 the relinquishment of I-90 Business Loop in Coeur d'Alene, District 1; the re-appointment of Public Transportation Advisory Council members; revisions to Board Policy B-07-02, Appealing Department Actions and Orders; Deletion of Board Policy B-01-14, Recycling; revisions to Board Policies B-05-05, Roadside Vegetation Program, and B-14-07, Landscaping; and revisions to Board Policy B-05-27, Volunteer Activities; and has received and reviewed the contract award information, the new and supplemental professional agreements report, the speed minute entry changes, a status report on the potential abandonment of the Camas Prairie Rail Net's Grangeville line, and the financial statement.

May 18, 2000

1) Relinquishment of I-90 Business Loop in Coeur d'Alene, District 1. Per the City of Coeur d'Alene's request, the Department is relinquishing the I-90 Business loop from milepost 0.267 to milepost 3.661 from the state highway system. The official minute is shown as Exhibit 226, which is made a part hereof with like effect.

2) Re-appointment of Public Transportation Advisory Council (PTAC) Members. Lynn Hughes was appointed to serve on the PTAC in November 1999 to finish Lance Clow's term, which expires June 30, 2000. The PTAC and staff request the re-appointment of Lynn Hughes, with a term to expire on June 30, 2003. Additionally, in March 2000 Walter Ross was appointed to complete Norman Pumphrey's PTAC term that expires June 30, 2005. The March request before the Board incorrectly stated his term would expire in June 2003.

3) Revisions to Board Policy B-07-02, Appealing Department Actions and Orders. Revisions to the Board policy provide clarifications in the body of the text and revisions to the references. The Administrative policy establishes guidelines and assigns responsibilities for handling various appeal requests.

4) Deletion of Board Policy B-01-14, Recycling. This policy was originally created to encourage specific waste streams to start and maintain a recycling program. Recycling is no longer a separate program, but ingrained in daily operations, therefore, staff recommends deleting this policy.

5) Revisions to Board Policies B-05-05, Roadside Vegetation Program, and B-14-07, Landscaping. The Division of Highways' Memorandum No. 9, Roadside Vegetation Responsibilities, has expired and staff recommends incorporating the pertinent information from the Memorandum into policies and procedure manuals. The Roadside Vegetation Program policy clarifies program goals and assigns responsibilities. Position titles and references were also updated in the policies.

6) Revisions to Board Policy B-05-27, Volunteer Activities. The Board and Administrative policies were revised to match current policy language usage, position titles, and policy references. The Administrative policy also added a paragraph that will require the assignment of responsibility for volunteer activities to an ITD employee.

7) Contract Award Information. STP-5726(101) and STP-5726(102), keys 5709 and 5970 – Beauty Creek to Wolf Lodge Bay, Stage 1 and 2, Kootenai County, District 1. Low bidder: Goodfellow Brothers, Inc., Wenatchee, Washington - \$1,492,912.

ST-1803(606) and ST-1803(608), keys 7063 and 1060 – West Forest Boundary to Turnaround, Franklin County, and East N. F. Boundary to Liberty, Franklin and Bear Lake Counties, District 5. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$1,087,116.14.

ST-5170(616), ST-5726(605), and ST-5170(617), keys 8166, 8167, and 8168 – Junction SH-97 to Swan Creek; Junction SH-3 to Harrison; Junction SH-5 to Milepost 87.5 NR. St. Maries; Kootenai and Benewah Counties, District 1. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$445,589.

ST-5120(628), ST-5110(655), ST-5120(629), and ST-5120(630), keys 8162, 8163, 8164, and 8165 – US-2, Milepost 13 to 20; US-95, Milepost 515.5 to SH-1; Chuck Slough to Division Street; and Junction US-95 to Hope; Boundary and Bonner Counties, District 1. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$526,205.15.

ST-3707(607), ST-3707(608), and ST-3707(609), keys 6953, 6954, and 6979 – SH-78, Grandview to Rimrock, Rimrock to Milepost 71, and Milepost 71 to Junction SH-51, Owyhee County, District 3. Low bidder: Boise Paving and Asphalt Company, Boise, Idaho - \$1,571,328.35.

8) New and Supplemental Professional Agreements Report. The Consultant Administration Unit processed \$7,750,482 in new and supplemental agreements between April 4 and May 3.

9) Speed Minute Entry Changes. The City of Caldwell passed a resolution to change the existing 35-mile per hour (mph) speed limit to 45 mph within the city limits on I-84 Business from milepost .15 to .81. Staff conducted a speed study and concurred with the city's change.

10) Status Report on Potential Abandonment of Camas Prairie Rail Net's Grangeville Line. The railroad filed a Notice of Intent to abandon the line with the federal Surface Transportation Board (STB) on April 26. The actual abandonment application can be filed with the STB between 15 and 30 days after the filing of the Notice of Intent. Interested parties have up to 45 days from the filing date of the abandonment application to file a protest and/or comment. If Camas Prairie Rail Net proceeds to file the abandonment application, ITD will request the STB to conduct a hearing in Idaho. Staff will continue working with the Idaho Public Utilities Commission, shippers, and the railroad in planning and developing strategies for retaining rail service on this line.

11) Financial Statement. Federal aid revenues are approximately \$14 million under projections to date, while collections of unrestricted state highway revenues are about \$4 million above projections. Expenditures are running at or below budgeted levels for the fiscal year through March.

Board Items. Member McHugh requested the monthly letter District Engineer (DE) Scott Stokes submits to him be sent to the legislators in District 1. He believes there is valuable information in these letters and the Department needs to keep legislators advised of various issues and activities.

Several members expressed concern with this, including Member Sweeney who commented that legislators receive a lot of mail and may not want an additional monthly letter from ITD. He suggested surveying each legislator to determine if they would like to receive this letter. CE Ross stated that the letter could be published on the Department's Home Page for all interested parties to read. Staff will look at various options and pursue this issue.

Director's Items. Director Bower reported that the Stanley Airport acquisition process is progressing well, and staff is looking into multi-year payment options.

Director Bower distributed a resolution prepared for Governor Kempthorne to introduce at the Western Governor's Association conference. The resolution was precipitated by the Bureau of Land Management's (BLM) proposal to withdraw road mileage from the public lands mileage. This action would impact some federal funding formulas; reducing funds, including safety funds, that states with BLM roads currently receive. He added that WASHTO adopted a similar resolution.

The Department has prepared an issues paper for Governor Kempthorne's upcoming Canadian Trade Mission. Some of the topics in the paper include US-95 high priority corridor/border infrastructure projects, the US/Canada border crossing, the CANAMEX corridor, vehicle weight and length limits, and Idaho's weight-distance tax replacement. Director Bower will not be attending the meeting as earlier planned.

Director Bower reported that staff developed a summary on the outcome of the American Trucking Association versus State of Idaho lawsuit and resulting legislation. This was prepared to assist legislators who were receiving a number of questions on this issue.

Director Bower, Chairman Winder, Member McClure, and DE Loren Thomas met recently with the Boise Metro Chamber of Commerce, Micron Technology Inc. representatives, and local officials to discuss air quality issues in Ada County. Community Planning Association of Southwest Idaho (COMPASS) submitted an application for the Congestion Mitigation/Air Quality (CMAQ) Program to fund a PM10 maintenance plan in response to the Environmental Protection Agency's ruling that the area must demonstrate compliance for 30 months. This study would allow COMPASS to demonstrate compliance. The CMAQ Review Committee did not recommend funding this project because the application did not have all of the vital information. COMPASS was asked to revise and resubmit the application at the June workshop because of the importance of this project to address air quality.

Chairman Winder emphasized his support of the Review Committee's work and stressed that it followed the established guidelines. However, the application lacked sufficient information and justification. If this study is not funded, he believes it could be detrimental to the area and would impact some of ITD's projects as well as economic growth. Director Bower added that the Review Committee has completed its work. It would not review the revised application, but rather, the Board would revisit the application and make a decision.

Member Blick expressed concern that COMPASS has been given special treatment. He believes all of the applicants should be treated the same. Member McHugh asked if all of the applicants know the status of their project applications. Director Bower was unclear of the process, but added that the draft Statewide Transportation Improvement Program will be available in June for public review and comment.

The concurrence of the Board was to have staff notify all applicants of the review committee's recommendations and to allow applicants to speak to the Board at its June workshop. Chairman Winder added that the notification process should be included as standard procedure.

Director Bower reported that the Congressional Appropriations Committee has been working on the transportation appropriations bill. The full committee in the House of Representatives has completed its markup and the Senate is expected to consider the bill next month. He said the Revenue Aligned Budget Authority is higher than last year and overall, the amount is 6% higher than FY00 funds in the formula programs. A number of projects has been earmarked by Congress, including \$3 million for the Clark Fork River Bridge. Additionally, the language includes \$2 million in discretionary funds for statewide buses and facilities.

Director Bower reported that the CANAMEX meeting held in Idaho Falls last month went well. He praised the coordinators of the meeting for developing a good agenda and successful meeting. He added that he will be out of the office in the beginning of June to attend a Research and Technology Coordinating Council meeting, which is a subgroup of the Transportation Research Board. Lastly, he reported that the Lolo Pass ground-breaking ceremony, originally scheduled for July 18, has been postponed.

Chief Engineer's Items. CE Ross said that the signs denoting the City of Hansen have been erected. He also reported that he attended an AASHTO task force meeting recently to discuss Forest Service roads. He believes it was a productive and educational meeting.

Deputy Attorney General's Report. When DAG McMahon joined ITD, there were some concerns with the condemnation process. He reported that a number of improvements have been made in this area and that the Right-of-Way and Legal staff have developed an excellent partnership. He stated that improvements have also been made to the contract claims process, and that the appeals process has been clarified and the policies revised to address this procedure. In conclusion, he stated that problems with overweight trucks in North Central Idaho appear to have been resolved.

Delegation – Airport Managers from District 4. Joslin Field Magic Valley Regional Airport Manager David Allen said that ground access is a concern, as the facility is located 12 miles from the interstate. He also expressed concern with the Twin Falls airport being the smallest commercial airport in Idaho. He is advertising more in an attempt to keep prices down, and is also working on development in the area, partly for revenue. He encouraged the Board to be more active in aviation issues throughout the state.

Bonnie Deitrick, Jerome County Airport Manager, elaborated on the Jerome County and Hazelton Municipal Airport facilities. She reported on plans to expand the runway at the airport near Jerome and stated that the Federal Aviation Administration (FAA) has already approved that project. She expressed concerns with acquiring protective zones at the east end of the airport, near SH-25 and US-93. ITD owns the right-of-way in that area and she asked for assistance with this land issue so the airport can proceed with its project.

Dale Thomas, Gooding County Airport Manager, reported on the growth at the Gooding County airport and of plans to extend the runway in 2002. He expressed appreciation to the Division of Aeronautics staff for its assistance and thanked the Board for being supportive of the smaller airports in the state.

Chairman Winder welcomed Aeronautics Advisory Board (AAB) Chairman Bill Parish and Member Bob Hoff to the meeting and thanked them for attending the meeting with the airport managers. He also thanked the managers for their remarks, and encouraged them to work with the AAB, as well as Member Blick.

Aeronautics Three-Year Capital Improvement Program. The FY01 budget for Aeronautics included \$500,000 for airport improvement grants. Airport Engineer Wayne Pickerill outlined the proposed matching ratios and reviewed the recommended project lists for Fiscal Years 2001, 2002, and 2003.

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

RES. NO. WHEREAS, the Division of Aeronautics has solicited, received, and reviewed  
TB00-29 applications from municipal airport owners for financial assistance; and

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

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

*NOW THEREFORE BE IT RESOLVED*, that the Aeronautics 3-Year Program, as shown as Exhibit 227, which is made a part hereof with like effect, be approved; and

*BE IT FURTHER RESOLVED*, that the Division shall issue grant offers as listed, for the FY01 year; and

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

Staff will continue working with the FAA on scheduling these projects, according to Mr. Pickerill. He added that the FAA has approved the Jerome County Airport's request, but that project has not been included in the Department's three-year program yet.

FY02 Budget Policy Direction. Mary Detmar, Budget, Policy, and Intergovernmental Relations Manager (BPIRM), reported on impacts that legislation passed during the 2000 session will have on the Department's budget. The estimated impact of all legislation passed this session totals an increase of \$1.7 million in state funding above the base forecast. The estimated available funding for FY02 totals \$435.6 million from all sources, compared with the FY01 legislative appropriation of \$435.5 million. BPIRM Detmar summarized the FY02 base budget, including adjustments for changes in employee compensation, inflation, and other non-standard adjustments. Close to \$8 million is expected to be available for program enhancements, initiatives, and non-standard adjustments. The Budget Council will continue refining the budget and present the draft at the June workshop.

Schedule and Operation of Ports of Entry (POE). Alan Frew, Port of Entry Manager (POEM), outlined the operation schedule for the POEs and provided a list of vendors that issue permits. He also elaborated on the POE Long-Range Plan.

Member Blick reported that a constituent contacted him about the Hollister POE schedule. Because the majority of truckers know the operation schedule, it was suggested to vary the schedule occasionally or set up roving ports at unexpected times. Mr. Frew concurred, but added that due to limited staffing and the desire to consider the employees' needs and concerns, that is not always a feasible option. Member Blick also said that he was questioned on the security at the ports. Someone saw a lot of cash in a drawer at one of the ports and expressed concern for the employees' safety due to robbery potentials. Mr. Frew responded that security was an issue identified several years ago and a number of precautions have been taken. He said the ports have security systems, and he emphasized the excellent partnership with the Idaho State Police. He added that the employees' safety is a high priority for the Department.

Report on Capacity and Scheduling of Roving POE on US-95. In response to concerns expressed by an earlier delegation, the Board asked staff to review the roving POE schedule on US-95. POEM Frew reported that five POEs exist on US-95 between I-84 and Riggins. He added that due to safety concerns at the Weiser POE, only northbound trucks will be weighed at that site. Southbound trucks will be weighed at the Midvale Port.

End of Year Addition of Projects to the FY00 State-Funded (ST) Construction Program and Recommended FY01-04 State-Funded Construction Program. Highway Programming Manager (HPM) Dave Amick said the Department has approximately \$3.6 million in additional funding available for the ST Program this fiscal year. The funding comes from personnel and operating savings redirected to the contract construction budget. Additionally, delayed projects and other reduced project costs in FY00 have freed up an estimated \$10.3 million for added or advanced projects. This results in a total State-Funded Construction Program of approximately \$63 million in FY00.

HPM Amick also reviewed the recommended FY01-04 ST Program. Staff recommends approval of total project costs of up to \$5 million each year above the projected funding levels in the Program. It is believed that the annual development of projects should be accelerated to have more projects ready for obligation earlier in each fiscal year to take advantage of budget savings routinely available at the end of each fiscal year. He also stressed the Division of Highway's emphasis on pavement rehabilitation, bridge, capacity, and safety projects. The draft FY01-05 Highway Development Program, to be presented at the June workshop, will include these performance measures.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
TB00-30 to publish and accomplish a current, realistic, and fiscally constrained Highway  
Development Program; and

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

WHEREAS, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) of 1998 requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, the Budget Council has identified personnel and operating savings to provide an additional \$3.6 million in FY00 of the State-Funded Highway Development Program under the Department's state contract construction budget; and

WHEREAS, the Idaho Legislature has approved the Department's FY01 Contract Construction budget making \$30.6 million available for the State-Funded Highway Development Program; and

WHEREAS, the Division of Highways has identified projects which can be made ready for advertisement in FY00 of the State-Funded Highway Development Program to utilize the above additional funding and the remaining balance of funding in the Program; and

WHEREAS, the Division of Highways has recommended new projects and updated the costs and schedules for projects in FY01-04 of the State-Funded Highway Development Program to utilize revised funding projections through FY04 under the Department's state contract construction budget.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes the Chief Engineer to add or advance projects into FY00 of the State-Funded Highway Development Program as projects are made ready and funding becomes available from the list of changes proposed in the "Proposed Additions and Advances as of 4/25/00", as shown as Exhibit 228, which is made a part hereof with like effect; and

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board approves the Recommended FY01-04 State-Funded Highway Development Program, which is on file in the Highway Programming Office; and

*BE IT FURTHER RESOLVED*, that the staff is authorized to make the appropriate changes to the FY00-04 Statewide Transportation Improvement Program in accordance with the provisions of TEA-21 of 1998.

Contract Award. Member Miller made a motion to award ST-84-3(523)182 and ST-84-03(522)188, keys 7139 and 7134 - SH-50 Interchange to Ridgeway and Valley Road to Declo Interchange; Jerome, Minidoka, and Cassia Counties, District 4, to the low bidder: Boise Paving and Asphalt Company, Boise, Idaho - \$8,021,961.86. Member McHugh seconded the motion and it passed unanimously.

Process to Acquire Vehicles/Equipment Using Point System. Steve Spoor, Equipment Superintendent, said the equipment management goals are to purchase efficient equipment, reduce equipment maintenance costs, reduce downtime, maximize utilization, maintain a good vendor pool, and provide timely information. Three bidding methods are used: direct low bid purchase, purchase with guaranteed buy-back, and a weighted evaluation bid award, or points system. He elaborated on the weighted evaluation system, which is a method for evaluating multiple factors other than just initial cost, and said this allows ITD to purchase safe, efficient equipment with the lowest annualized cost.

Chairman Winder welcomed Senator Laird Noh to the meeting.

Presentation on Study Results, US-93, Snake River Crossing, District 4. District 4 Senior Transportation Planner Bob Humphrey stated the goal of the study was to determine the most feasible location and the potential for constructing an additional crossing of the Snake River between the Clear Lakes Grade and the Hansen Bridge. The study was prompted by the need for improved and more direct highway connections from I-84 across the Snake River near Twin Falls to US-30 and the alleviation of congestion, particularly near the US-93, Perrine Bridge and downtown Twin Falls. He emphasized the public involvement process incorporated in the study. The study indicated over 60% of the traffic on the US-93, Perrine Bridge, is local traffic while only 5% is intra- or interstate.

Mr. Humphrey said over 50 conceptual alternatives were initially identified, then an extensive screening process narrowed the list to the 12 most feasible alternatives. Further analysis identified the partial build alternative as the most feasible alternative. This option includes the following short-term improvements over a 20-year period: implement transportation system management strategies along Blue Lakes Boulevard; implement transportation demand management strategies throughout the Twin Falls and Jerome area; implement a regional transportation partnership funding plan to identify local, state, and federal funding programs to help pay for future projects; complete construction of Phases I and II of the Pole Line Road improvements; and perform an environmental study of a possible Snake River canyon crossing and alignment.

Member Blick expressed support to proceed with a funding study. He believes that is an important step before proceeding with the environmental process, which would be time-consuming and costly. He believes the Department needs to pursue this issue, as development is occurring in the area and corridor preservation may be needed.

Mr. Humphrey responded that the Planning and Zoning Committees from Twin Falls and Jerome Counties were represented in the study process. The Counties are aware of the corridor needs and expressed a desire to assist the Department in preserving corridors.

The Board thanked Mr. Humphrey for summarizing the US-93 Snake River Crossing study. The consensus of the Board was to accept the study and encourage staff to prepare a recommendation for proceeding with a funding study.

Delegation – Dale Riedesel. Mr. Riedesel provided an update on the Buhl to Wendell Study, and said the same basic process that Mr. Humphrey just outlined was used. He emphasized the public involvement efforts and the communication that has occurred with impacted property owners. Eight of the nine steps have been completed and the environmental process is the next phase. A scope of work will be formulated with FHWA and ITD. He thanked the Board for its support of this study.

Chairman Winder thanked Mr. Riedesel for the update on this important issue.

Delegation – Greater Twin Falls Area Transportation Committee. Committee representative Kent Just appreciated the opportunity to hear Mr. Humphrey's presentation on the Snake River Crossing study and also thanked the Board for completing the study. He expressed support for the two impacted counties to preserve the corridor. He also thanked the Board for proceeding with the Twin Falls alternate route project and the US-93 passing lanes south of Twin Falls.

Mr. Just expressed concern with SH-74. With the developments occurring at the southern end of town, he believes SH-74 should be expanded. He also requested improvements to SH-50, such as widening the route to four lanes, and noted that the Hansen Bridge is nearing capacity. He expressed support for the Buhl to Wendell study and concluded by expressing his pleasure with the legislation designating the US-93 bridge north of Twin Falls as the I. B. Perrine Bridge. The community is planning a ceremony to unveil the signs this summer.

Chairman Winder thanked Mr. Just for his remarks.

Delegation – Public Transit Providers from District 4. Jim Vining, Trans IV Buses, expressed appreciation to the Board for its support and efforts in the public transportation arena. He provided a history of Trans IV and summarized its operations. He stated that the demand for public transportation is growing, and shared his concern with the distribution of funding. New agencies are included in the funding distribution, which hurts the established providers.

Scott Brashears said he owns a small taxi company in Ketchum and provided an overview of his business. He encouraged the Board to improve SH-75 in the Wood River Valley and believes the route needs to be four lanes. He would like the private sector to be more involved in various issues and specifically noted the need to be included in the proposal to establish a regional public transportation authority (RPTA). In closing he relayed the difficulty in competing with Ketchum/Sun Valley Regional Transit (KART), which is a subsidized provider, particularly during the area's off-seasons. He distributed a letter to the Board from Bald Mountain Taxi and Limousine, explaining its operations.

Valley Vista Care Corporation is a long-time care organization that provides transit in several parts of the state, according to Scott Burpee. An office has recently been established in the Mini-Cassia area. He thanked the Board for its support and praised the Division of Public Transportation staff for its assistance and cooperative working relationship.

Lynn Hughes, PTAC Member and Area IV Agency on Aging representative, thanked the Board for meeting with the area providers. He reported that the Interagency Working Group met recently and he praised the various parties' cooperative efforts and willingness to work together.

Chairman Winder thanked all of the participants for their comments and for the services they provide to the citizens. He also thanked Mr. Hughes for the time and dedication he has committed to the PTAC.

Old/New Business. Member Blick said the historical home designation along the Twin Falls alternate route has not been resolved. CE Ross will look into the issue and report to Member Blick.

Vice Chairman Combo said he met with Division of Transportation Planning staff recently to review the CMAQ Review Committee's recommendations. He praised the Committee for its efforts and reported that two members have asked to be re-appointed to this Committee. At the June meeting, he would like a resolution thanking and commending the Committee for its assistance and work. The Board had no objections.

Member Sweeney believes the Freeman Creek Road project near Orofino is an important project, however, it was not funded with discretionary funds. He said the Department of Parks and Recreation and Clearwater County are contributing to the \$1.3 million project and asked staff to review possible funding sources for the remaining \$400,000. He said the unpaved road creates dust problems, reducing visibility and causing a safety hazard. The consensus of the Board was to have staff review the project and determine if funding assistance is possible.

SB Higgins reminded the Board of the Intelligent Transportation Systems scanning tour FHWA is coordinating later this summer. She asked if any of the members are interested in participating. Member McHugh expressed an interest in attending the tour in Minnesota and Chairman Winder said he would consider participating.

The Board traveled to Fairfield, via US-26 west and SH-46 north.

WHEREUPON the meeting recessed at 5:50 PM.

May 19, 2000

The Transportation Board meeting reconvened at 8:30 AM on Friday, May 19 at Fairfield, Idaho. All members were present except Member Sweeney. The group departed east on US-20 to Picabo.

Delegation – Nick Purdy, Property Owner. Mr. Purdy informed the Board of a proposal to trade property with ITD. He has been working on this issue with the District Office and praised the staff for the assistance and cooperation it has provided.

May 19, 2000

Chairman Winder thanked Mr. Purdy for the information and encouraged him to continue working with DE Rigby on this proposal.

The Board traveled west on US-20. After touring the Hayspur Fish Hatchery, the tour continued north on SH-75 to Ketchum. Mr. Humphrey and Project Development Engineer Joe Schacher elaborated on the environmental assessment and planned projects along the SH-75 corridor.

Delegation – St. Lukes Hospital. Mr. Jeff Hull, Director of Architecture and Construction Services, welcomed the Board to the St. Lukes Hospital under construction. He thanked the Board for its support and said DE Rigby and the Department's staff have been very good to work with. Although the Hospital asked the Board to accelerate projects to improve SH-75 in the area, he understands the environmental assessment will delay and impact those projects. He added that the Hospital is finalizing its plans for the three-lane highway.

Chairman Winder thanked Mr. Hull for his remarks and for the use of the meeting room at the Hospital. He commended Mr. Hull and St. Lukes for its efforts in the Wood River Valley and believes they are providing valuable medical services to the community.

Delegation – Blaine County Commission Chair Mary Ann Mix and City of Ketchum Councilman Maurice Charlat. Ms. Mix welcomed the Board to Blaine County and expressed the County's support for improvements to SH-75. She also thanked the Board for the East Fork Road project. The community has held several meetings to determine how to proceed with long-term planning. Establishing an RPTA has been discussed, along with performing a needs assessment and feasibility study. She said the County supports the Department's environmental study and requested incorporating the county's public transportation plan in the NEPA process.

Councilman Charlat said Division of Public Transportation Administrator Larry Falkner and his staff have been very helpful and informative. An ad hoc committee is gathering existing information to determine the area's current transportation situation and to ensure key issues are included in the report. Identifying alternatives to single usage vehicles, determining how people feel about the current bus system, and analyzing the future demands for KART and those impacts are also to be components of the study. He does not believe light rail or air service are realistic modes, so those would not be included in the study. He encouraged the Board to provide funds for this study, estimated at \$80,000. Sun Valley City Council Member Linda O'Shea added that this study could be a pilot and be used as a model for other communities in the state.

The Board expressed support for this study and encouraged the delegation to prepare a written request. Chairman Winder expressed appreciation for the community's united efforts on this issue and thanked the local officials for the presentation.

Delegation – Jim Walker, Property Owner. Mr. Walker said he is interested in acquiring some of ITD's property in Bellevue, either through a purchase or land trade.

Chairman Winder reported that the Board viewed the property as it traveled to Ketchum. He asked Mr. Walker to continue working with DE Rigby on this proposal.

The Board members traveled south on SH-75 to the Hailey Maintenance Shed where they had lunch with the maintenance employees. The Board members thanked the employees for the luncheon invitation and expressed their appreciation for the exceptional services the maintenance crews are providing to the state.

Dennis Jensen, Shoshone Maintenance Foreman, questioned the recent compensation policy, particularly the move to policy line. He also questioned the feasibility of re-point-factoring the technician series. Hailey Maintenance Foreman Ron Robison expressed concerns with the high cost of living in the Hailey area, particularly the high housing costs. He said it is difficult for employees, particularly entry-level positions, to make a living in this area.

Director Bower provided information on the recent change in employee compensation policy and emphasized that the Governor's Office provided stricter guidelines that the Department had to follow. He added that in the past, each state agency was provided more flexibility. CE Ross reported on plans to combine the technician series, which are currently divided by maintenance and construction. The Board acknowledged the employees' concerns and expressed a desire to provide assistance, however, the Board does not have authority on most of those issues.

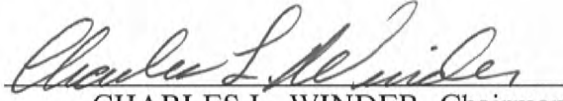
Delegation – Blaine County School District. Superintendent Jim Lewis reported on a recently approved countywide levy for the school district. He elaborated on the plans to provide childcare, a recreation center, and higher education near the Hailey high school, and to expand the secondary school. The School District is working with the College of Southern Idaho and the state's universities on providing higher education, including a variety of academies. The location, along Fox Acre, has created traffic and safety concerns at the SH-75 and Fox Acre intersection. Although ITD has rejected earlier proposals by the city for a traffic signal at that intersection, Hailey City Council Member Jennifer Hazard-Davis encouraged the Board to approve a signal. She expressed concern with the increased traffic the School District's developments will create and for the safety of the students.

DE Rigby said staff has been reviewing that intersection annually for some time and the intersection does not warrant a traffic signal. He said staff will continue to monitor the traffic. Chairman Winder thanked the delegation for the information.

Delegation – Richard Baird, Friedman Memorial Airport Manager. Manager Baird provided some history of the airport located in Hailey, and outlined the upgrades currently underway. FAA required improvements such as shifting the runway and relocating hangars. The project, totaling approximately \$15 million, does not include expansion of the airport. He stressed the important role aviation plays in the state, particularly the economic role. The passage of the Aviation Investment Program for the 21<sup>st</sup> Century has resulted in concerns on matching revenue for the federal funds, according to Mr. Baird. He asked the Board to provide assistance with the FAA's administrative side, especially on issues such as noise impacts and transponder landing systems. He also expressed concern with the intrastate commercial air service. In conclusion, he thanked the Board for its time and support for aviation.

Chairman Winder thanked Mr. Baird for his remarks and encouraged him to continue working with the AAB and Department's staff. He added that Member Blick is also a good resource on transportation issues.

WHEREUPON, the regular monthly Board meeting officially adjourned at 3:15 PM.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
June 23, 2000  
Boise, Idaho

SPECIAL MEETING OF THE IDAHO TRANSPORTATION BOARD  
AT THE WESTERN ASSOCIATION OF STATE HIGHWAY  
AND TRANSPORTATION OFFICIALS (WASHTO) CONFERENCE

June 11-14, 2000

Chairman Winder, and Members Blick, Miller, and Sweeney, attended the annual WASHTO conference in Rapid City, South Dakota on June 11-14, 2000. Vice Chairman Combo and Members McClure and McHugh were not present. In addition to numerous breakout sessions that the individual members attended, the four members had some special meetings.

Meeting with Tony Kane, Executive Director, FHWA. On July 13 the Board met with Mr. Kane at 9:40 AM. Director Bower reported on ITD's discretionary applications. During discussion of the Lewis and Clark trail project, Jack Coe, FHWA Division Administrator, elaborated on the lynx study. Director Bower talked about the US-95 Canadian border/high priority project and Chairman Winder emphasized the Board's commitment to improving US-95. The emergency relief (ER) funds were also discussed, and Director Bower mentioned that some of Idaho's ER projects are from 1996.

Meeting with John DeVierno, Five-State Coalition Consultant. The main purpose of the Board's meeting with Mr. DeVierno at 10:15 AM on June 13 was to provide an opportunity for the members to meet the consultant for the five-state (Idaho, North Dakota, Montana, South Dakota, and Wyoming) coalition. Mr. DeVierno emphasized the importance of networking and that the five-state coalition is a good avenue for that. He added that exchanging information with other states can be invaluable. The coalition tries to meet (usually via telephone conference call) once a month, unless there are urgent issues, such as reauthorization, underway.

Mr. DeVierno recommends that the states keep transit funding in perspective and he provided information on transit funding from 1992-97. Idaho only receives about 20 cents on the dollar for transit. The five states do not get as much federal money as it appears when the transit dollars are included.

The coalition needs to look at its staffing needs, according to Mr. DeVierno. It is important to follow and analyze legislation, apportionments, etc. As an example, he distributed a chart on migration of adjusted percent that shows the five states' funding percentage is declining slightly throughout TEA-21. Approximately \$30 million annually is at stake for the coalition. Congressional staff cannot manipulate these numbers, so the coalition needs to keep on top of these issues, analyze data, and determine the impacts.

Mr. DeVierno said the Board could provide assistance by interacting with Idaho's Congressional Delegation and continuing to emphasize the importance of transportation and being active in reauthorization. The Department's staff support on federal issues should be reviewed, as it is vital to monitor federal activities and legislation. He also stressed that it is important for a state to be united and present a united front to its congressional delegation. Establishing good relationships with local entities, then presenting a unified message to the state's congressional delegation is crucial.

June 13, 2000

Regarding reauthorization, he said the available resources are not known, and a number of factors may impact legislation, including fuel prices and pressures due to a budget surplus. He said a lot of very large, expensive projects need funding and states are reluctant to fund those big projects all by themselves, so he anticipates attempts by entities such as cities and counties to seek earmarks for these kind of projects. Additionally, devolution will be an issue, but he doubts it will play a big role.

Chairman Winder thanked Mr. DeVerno for his time and the informative meeting. He believes the five-state coalition has been very successful and accomplished a lot. He also appreciated the suggestions on how the Board could be of assistance.

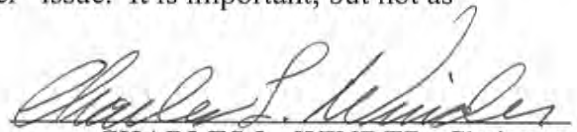
Five-State Coalition. The coalition met at 6:30 AM on June 14 for a breakfast meeting. Chairman Winder thanked the members for attending the meeting and expressed the Idaho Transportation Board's support for the coalition. He believes the group has had a positive impact on transportation and thanked the staff members for their assistance.

Retiring Montana Director Marv Dye also commended the coalition for its efforts and echoed Chairman Winder's comments on the tremendous impact the coalition has had. He encouraged the leaders to continue the efforts and the excellent teamwork that has been established.

Mr. John DeVerno elaborated on the appropriations bill, currently being marked up by Congress. Some discussion was held on the .08 blood alcohol content requirement and other states expressed concern with this proposed sanction. Idaho is the only state in the coalition with a .08 law. Mr. DeVerno also said the proposal to transfer highway funds to Amtrak is an important issue; one that the coalition does not have a position on at this time.

Mr. DeVerno summarized the three proposed rules the coalition is reviewing: statewide MPO planning process, ITS architecture, and environmental streamlining. He also reviewed transit funding, the preliminary issues for reauthorization, and what assistance the states' Boards and Commissions can provide, as outlined at the meeting yesterday.

Leon Schochenmaier, South Dakota Department of Transportation (DOT), mentioned the additional trust fund money being sought for forest service roads. He asked if the coalition should support this request. Although it would result in a loss of funds to the DOTs, he believes the Governors may support this proposal. He also recommended that the coalition take a stand on this issue because of the big impact it has. Mr. DeVerno concurred that the issue should be revisited, and added that federal lands is a "second tier" issue. It is important, but not as important as other issues.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
July 19, 2000  
Coeur d'Alene, Idaho

June 14, 2000

## REGULAR MEETING AND DISTRICT 3 TOUR OF THE IDAHO TRANSPORTATION BOARD

June 21-23, 2000

The regular session of the Idaho Transportation Board, District 3 tour, and special workshop convened at 9 AM, on Wednesday, June 21, at the Idaho Transportation Department, Boise, Idaho. The following principals were present:

Charles L. Winder, Chairman  
 John X. Combo, Vice Chairman – District 6  
 John McHugh, Member – District 1  
 Bruce Sweeney, Member – District 2  
 Monte C. McClure, Member – District 3  
 Gary Blick, Member - District 4  
 Neil Miller, Member – District 5  
 Sue S. Higgins, Secretary to the Board  
 Dwight Bower, Director  
 Jimmy Ross, Chief Engineer

Congestion Mitigation/Air Quality (CMAQ) and Enhancement Program Applicants. Per Board decision last month, the CMAQ and Enhancement Program applicants were notified of their project's current status and invited to appear before the Board at the June 21 workshop. Chairman Winder welcomed the applicants and stated that the session was not an appeal process, but an opportunity for the applicants to provide additional information on their requested projects. He added that the CMAQ and Enhancement Review Committees have completed their work, and made funding recommendations to the Board. Approval of the draft Statewide Transportation Improvement Program (STIP) is on the Board's agenda on June 23, followed by a public review and comment period, and final approval of the document in September.

The following CMAQ applicants outlined their project requests: Dave Bivens, Ada County Highway District (ACHD), and Pat Nelson, ACHD Commuteride Coordinator - regional express shuttle bus service; Steve West, Department of Environmental Quality (DEQ) - PM10 maintenance plan; Jerome City Administrator Jon Cecil – sweeper truck; Dale Van Stone, Bonner County – Clagstone Road, Upper Pack River Road, and a flusher/deicer truck; and Clearwater County Commissioner Earl Pickett – dust abatement. The Enhancement fund requests were presented by Ruth Zivkovic, Malad Council – greenbelt landscaping; Loreca Stauber, Latah County – Latah trail; City of Weippe Mayor Norman Steadman – bicycle/pedestrian path; and Jack Coyner, City of Potlatch – city hall restoration.

Chairman Winder thanked the applicants for their comments.

Workshop on Draft STIP. Pat Raino, Intermodal Planning Manager, reviewed the STIP development process and schedule. She thanked various staff members and entities for their assistance in preparing the draft document, emphasized that it is user-friendly, and summarized the distribution process. Ms. Raino also stated that staff is in the process of reviewing proposed

June 21, 2000

planning regulations impacting statewide transportation planning and metropolitan planning organizations' planning.

Highway Programming Manager (HPM) Dave Amick and Greg Sali reported on the funding assumptions and the state highway system program performance. The performance monitoring includes financial, reviewing how the Program distributes available funding among the project types and districts, and program outcomes, or the impacts the implementation of the Program will have on the Department's emphasis areas.

Update on Air Quality Issues in the Portneuf Valley, District 5. Matthew Moore said the Environmental Protection Agency has indicated it will disapprove the Portneuf Valley's plan because it has exceeded standards. The Bannock Planning Organization (BPO) has not asked for specific projects to address the air quality issue, but it needs to offset capacity projects to be in compliance. He will continue working with BPO and DEQ on this important matter and added that BPO would like time on the Boards' August agenda to present a more-detailed report on its air quality status.

Workshop on the STIP, Continued. Staff and Local Highway Technical Assistance Council Administrator Joe Haynes reviewed the recommended projects in the various programs of the Highway Development Program. The Board provided suggestions on the draft Program.

I-84, Canyon County Interchanges Study, District 3. Dave Butzier, consultant with MK Centennial Engineers, provided an update on the Treasure Valley Transportation Team's Canyon County interchanges study. Initial results indicate that a Karcher interchange would have the highest use in 2005 and the most benefits, and Ustick is the second interchange needed in 2010. Meetings with elected officials and the public to obtain input on the analysis are planned next month. Mr. Butzier expects to have a recommendation to the Board in August.

Chairman Winder thanked Mr. Butzier for the report and for his efforts on this important study.

Workshop on the FY02 Budget. Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar outlined the preliminary summary of the FY02 budget request. The draft budget includes estimated federal revenue of \$221 million and state revenue of \$209 million. Although the Division of Financial Management (DFM) is recommending a 1% change in employee compensation (CEC), BPIRM Detmar reported that a 3% reserve has been factored into the budget in expectation that the final CEC approved by the legislature will be greater than the 1% included in the DFM guidelines. Other budget highlights include an increase of 2.1% for operating expenses, a state-funded contract construction program in the amount of \$41.2 million, and a capital facilities base of \$2.8 million. The revised FY01 and proposed FY02 out-of-state travel requests were presented. BPIRM Detmar and CE Ross also reported on the program enhancements. In conclusion, BPIRM Detmar stated that staff will continue to refine the proposed budget and present it to the Board in August for approval.

Member McHugh questioned the staff complement in District 1 and suggested hiring an additional assistant district engineer because of the workload. A study is currently underway to

review staffing needs statewide, according to CE Ross. Once the comprehensive study is completed, he hopes to make changes accordingly.

Member McHugh also expressed concern with the pay schedule, particularly for truck drivers, electricians, and craftsmen. He said some ITD employees in District 1 could make approximately 30% more working for a local entity. He would like to provide assistance to address the pay issue and asked what he could do. BPIRM Detmar said some positions, such as engineering and information technology, have already been addressed, and that the pay scale for some of these other positions can be looked into. Director Bower added that a survey indicated that state employees are paid about 15% below market, with some positions varying more. He indicated a report with various components, including cost of living, will be prepared and presented to the Board.

Executive Session on Personnel and Legal Issues, Section 67-2345(b) and (f), Idaho Code. At 4:45 PM, Vice Chairman Combo made a motion, seconded by Member McHugh, to meet in executive session to discuss personnel and legal issues. The motion passed unanimously.

The Board came out of executive session at 6 PM. No decisions were made.

WHEREUPON the meeting recessed at 6 PM.

June 22, 2000

The Transportation Board meeting reconvened at 8 AM on Thursday, June 22 at Boise, Idaho. All members were present. The group departed east on I-84 to Mountain Home.

Delegation – Mountain Home Mayor Dave Jett. Mayor Jett welcomed the Board members to Mountain Home and thanked them for meeting at the overpass site. He provided a brief history of the railroad overpass project, scheduled in FY01. The city, particularly the Air Base, has grown considerably since the project was proposed 10 to 12 years ago, and he believes this project will be invaluable to address the safety concerns and increased traffic.

Assistant District 3 Engineer Pam Lowe reported that all of the right-of-way has been acquired and the railroad agreement needs to be finalized. Chairman Winder thanked Mayor Jett for his comments and Representatives Frances Field and Sher Sellman for attending the brief meeting and their indication of support for this project.

Representative Field joined the Board as it continued its tour south on SH-67 and west on SH-78 to Marsing, where she left the group. The Board traveled north on SH-55 to view the proposed Marsing to Sunny Slope project, then traveled south on SH-55, north on US-95, and east on SH-19. Staff members briefed the Board on various projects programmed along the route.

Delegation – City of Caldwell. Caldwell Mayor Garret Nancolas welcomed the Board to Caldwell and thanked the members for meeting him at the I-84 Franklin Road interchange. He expressed appreciation for the excellent relationship that has been established with the District

June 22, 2000

staff. He emphasized the growth that has occurred in the area and the need to make infrastructure improvements to address the growth and related safety concerns. The city would like to develop the Franklin Road corridor in an orderly manner and is looking at controlling access. Mayor Nancolas indicated the city's willingness to partner with ITD on improvements to the Franklin Road interchange and is currently in the process of acquiring the needed right-of-way.

Chairman Winder thanked Mayor Nancolas for his comments and the city's partnership.

The tour continued east on I-84 to Nampa.

Delegation – Canyon County, City of Caldwell, and City of Nampa. Nampa Mayor Maxine Horn thanked the Board for the partnership with the city and for staff's assistance. She reported that the underpass project is progressing well and thanked the Board for the recent improvements at the Franklin Road interchange in Nampa. She added that Garrity Boulevard needs improvements and plans are proceeding on that project. Mayor Horn thanked the Board for funding the I-84 Canyon County interchanges study. She emphasized Nampa's support for the study and that it will be a partner in this project. She added her support to improve the I-84 Franklin Road interchange in Caldwell.

Mayor Nancolas stated his pleasure with the cooperation that exists between the cities of Nampa and Caldwell and Canyon County. He added that the whole Treasure Valley is working together on a number of issues. The area officials want to be united and support the findings of the interchange study, as that is the number one priority. Urban renewal agencies have been established and will be of assistance as Caldwell partners with ITD on transportation projects. He said the city's first priority is a new interchange as recommended by the study, followed by improvements to the Franklin Road interchange in Caldwell, and then another interchange in the area.

Canyon County Chairman Todd Lakey reiterated the excellent relationship the County has developed with the cities of Nampa and Caldwell. He also expressed appreciation for the interchange study underway and his support on its recommendations. He thanked the Board for the projects it has funded in the area and its assistance.

Representative Bill Deal said he is proud of the cooperation that is occurring in the area, including the entire Treasure Valley. He believes the whole area needs to work cooperatively on various issues. In conclusion, he thanked the Board for visiting Canyon County.

Chairman Winder thanked the officials for their support, especially on the interchange study, and said it is a pleasure to work with their communities. Director Bower also expressed appreciation to the local jurisdictions for the partnerships that have been established and for the assistance they have provided. Member McClure echoed those comments and stressed that a community's unity and support is valuable when the Board programs projects.

The Board traveled to the District 3 Office in Boise via I-84 east, SH-55 north, and US-20/26 east.

Delegation – Public Transit Providers from District 3. Gary Sprague, Commuters Bus Company, reported on the commuter services his company provides. The rising cost of fuel is a concern to his company and he stressed the importance of grant assistance.

Boise Urban Stages (BUS) representative Rena King summarized BUS's operations and the improvements they would like to make. Funding is their main concern along with the old, unreliable buses they operate.

Becky Thompson, Diamond Express Shuttles, elaborated on the shuttle and charter services they provide in southwest Idaho. She encouraged the Board to provide a level playing field for the for-profit and non-profit providers. She believes the counties should receive the grant funds, and then distribute that money to the citizens who need public transportation. She believes this would also result in a better understanding by the county of what the area's public transportation needs are.

LINC's mission is to provide services to people with disabilities, according to Kim McCulley. Although transportation was not the original intent of the organization, Ms. McCulley said that the need for easy, accessible transportation has resulted in LINC seeking grants to help provide this service. LINC offers taxi scrips to the disabled. She also elaborated on the program's expansion into Twin Falls County recently and stated that finding a wheelchair accessible taxi company has been a challenge.

Linda Crawford described the on-demand, door-to-door service the Gem County Seniors provide and the desire to expand those services.

Jonita Wertz reported on the Elmore Senior Citizens' transportation activities and expressed concern with the old, unreliable vehicles they use. She believes the counties should be more involved in addressing the needs of the senior citizens and that the situation is going to become more critical as the population continues to age.

ACHD Commuteride Coordinator Pat Nelson outlined the commuter services provided in the area and the growth in ridership.

Charles Trainor provided a brief history of Valley InterArea Transportation (VIATrans), the regional public transportation authority being established in the Treasure Valley. He believes there have been some excellent public transportation programs, particularly for commuters, established in the area, but stressed the need for more services for the transit dependent. He expressed concern with funding, as Idaho Code does not allow for local taxing options and federal funds are provided for capital, but not operating expenses, and the property tax is capped at 3%. He asked for the Board's assistance, not just with funding, but by supporting VIATrans, improving pedestrian facilities to provide easier access to public transportation services, and to consider incorporating park and ride lots at major intersections when highway projects are being designed.

Theresa Lindenberg of Treasure Valley Transit outlined their funding sources and thanked the Board for the Vehicle Investment Program and other support. Funding to maintain

existing services as well as expanding services is their main concern. Increasing rural services and fixed routes and establishing Saturday service are some of their goals.

Chairman Winder thanked all of the public transit providers for their brief presentations and for the valuable services they provide to the area citizens. He reiterated the Board's support for and interest in public transportation. The comments were taken under advisement.

Delegation – Airport Managers from District 3. Boise Air Terminal Manager John Anderson reported on activities and expansion plans occurring at the Boise airport. He said negotiations are underway to move the Division of Aeronautics' facilities to accommodate the airports' future plans. He added that a new control tower may be needed in the future and he may seek the Board's assistance with that endeavor.

Curt Hawkins, Caldwell Industrial Airport Manager, briefed the Board on the activities at the Caldwell airport, including an expansion project in progress, and stated the airport is the state's only designated reliever airport. He emphasized the important role, particularly economic role, that aviation plays in Idaho, and reported on the growth the airport and vicinity is experiencing. In conclusion, he said that matching funds are a concern and asked for the Board's assistance.

Mike Roberts, Payette Municipal Airport committee member, thanked the Department's staff for the assistance it has provided. He said there have been some discussions to close the Payette airport, but they're fighting to keep it open. He thanked the Board for funding improvements to the airport and said they are working on a 20-year plan. He also reported on the growth occurring at the facility.

Chairman Winder thanked the gentlemen for their presentations.

WHEREUPON the meeting recessed at 4:45 PM.

June 23, 2000

The Transportation Board meeting reconvened at 8:25 AM on Friday, June 23 at the District 3 Office in Boise, Idaho. All members were present.

May 18-19, 2000 Board Minutes. Member McHugh made a motion, seconded by Member Blick, to approve the minutes of the Board meeting held on May 18-19, 2000 as submitted. The motion passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled:  
 July 19-20, 2000 – District 1  
 August 24-25, 2000 – District 5  
 September 20-22, 2000 - Boise

Consent Calendar. Member Miller made a motion, seconded by Member McHugh, and passed unanimously to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves  
TB00-31 the FY01 out-of-state travel; the 2005 statewide rural functional classification update; the strategic plan summary; deletion of Board Policy B-05-26, Lights on Snow Removal Equipment; and a request for consultant services, District 3; and has received and reviewed the contract award information; the new and supplemental professional agreements report; the speed minute entry changes; a status report on the potential abandonment of the Camas Prairie Rail Net line; the quarterly report on legal actions; and the financial statement.

1) FY01 Out of State Travel. The revised FY01 out of state travel requests were reviewed at the workshop on June 21. The requests were revised from \$438,197 to \$447,446 to cover additional trips paid by third parties, increased training sessions, and new meetings related to maintenance and traffic.

2) 2005 Statewide Rural Functional Classification Update. Each district reviewed its highways to determine if functional classification changes were necessary. Staff recommends upgrading SH-41 from the Post Falls Urban Boundary to SH-53 at Rathdrum and SH-53 from the Washington state line to US-95 to Rural Principal Arterials.

3) Strategic Plan Summary. Idaho Code requires each state agency to submit a strategic plan for program activities. A summary format was again used for ITD's FY01 update. The full FY01 Strategic Plan will be available in October.

4) Deletion of Board Policy B-05-26, Lights on Snow Removal Equipment. Because Idaho Code and the Maintenance manual specify lighting requirements for snow removal equipment, staff recommends deleting this policy.

5) Request for Consultant Services, NH-3220(106), Key 7674, I-84B, District 3. The 11<sup>th</sup> Avenue Underpass project in Nampa is currently programmed for construction in FY01 at an estimated cost of \$15.4 million. This large and complex project consists of widening the roadway and constructing three structures. To complete the project within the given time constraints, the anticipated construction schedule is seven days per week, 24-hours per day. With this schedule, staff cannot properly review, supervise, inspect, and test this project in addition to the other regular duties. Therefore, the District is requesting approval to contract professional services to provide final design/constructability reviews, construction management, inspection, and testing services at an estimated cost of \$1.8 million that will be available from construction funds when the project is advertised and from unused right-of-way funds from the FY00 Karcher interchange project.

6) Contract Award Information. ST-6450(626), ST-6380(604), ST-6747(607), ST-6350(634), ST-6350(636), and ST-6350(635), keys 7696, 7691, 7692, 7672, 7697, and 7693 – Junction SH-22 to Lemhi County Line; Arco East; Gibbonsville to Montana State Line; Terretton, East and West; Lone Cedar Creek, North; and Cedar Creek North; SH-28, US-20, US-93, and

SH-33; Clark, Butte, Lemhi, Jefferson, and Custer Counties, District 6. Low bidder: Kloefer, Inc., Paul, Idaho - \$1,159,429.57.

ST-4210(609), key 6968 – Main Street, Kooskia, SH-13, Idaho County, District 2. Low bidder: Boise Paving and Asphalt Company, Boise, Idaho - \$334,613.45.

STM-3230(609), key 8179 – Intersection Garrett Street and Chinden Boulevard, Garden City, US-20, Ada County, District 3. Low bidder: Boise Paving and Asphalt Company, Boise, Idaho - \$61,182.70.

STP-4110(131), key 7585 – South Gateway Northwest Passage Scenic Byway, US-95 and SH-13, Idaho County, District 2. Low bidder: Crea Construction, Inc., Lewiston, Idaho - \$119,226.50.

ST-3270(621) and ST-3270(632), keys 9647 and 7909 – Silver Bridge to Smith's Ferry and Boise National Forest Guardrail, SH-55, Valley County, District 3. Low bidder: Boise Paving and Asphalt Company, Boise, Idaho - \$1,153,069.27.

ST-4110(667) and ST-4200(629), keys 7671 and 8074 – Lucile to Grangeville and Lenore Bridge to Orofino, US-95 and US-12, Idaho, Nez Perce, and Clearwater Counties, District 2. Low bidder: Frank Gurney Inc., Spokane, Washington - \$940,444.40.

ST-3270(734), ST-3270(635), ST-3270(633), and ST-3110(626), keys 7913, 7914, 7912, and 7915 – Junction SH-44 to Horseshoe Bend, Cascade to Donnelly, Boydston to New Meadows, and Cambridge to Alpine, SH-55 and US-95, Ada, Adams, Valley, and Washington Counties, District 3. Low bidder: Emery Inc., Filer, Idaho - \$947,397.22.

ST-1480(622), key 6293 – McCammon to Topaz Bridge, US-30, Bannock County, District 5. Low bidder: LeGrand Johnson Construction Company, Logan, Utah - \$1,107,540.19.

STM-4170(622), key 8181 – Inlay Patching, SH-3, Nez Perce and Latah Counties, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$199,518.25.

7) New and Supplemental Professional Agreements Report. Between May 4 and June 1, the Consultant Administration Unit processed \$1,838,792 in new and supplemental agreements.

8) Speed Minute Entry Changes. The City of Caldwell passed a resolution to change the existing 35-mile per hour (mph) speed limit to 25 mph within the city limits on I-84 Business from milepost 50.2 to 50.272. Based on the traffic accident history data, staff concurred with the city's change.

9) Status Report on Potential Abandonment of Camas Prairie RailNet's Grangeville Line. The Camas Prairie RailNet has filed an abandonment application for the Grangeville line with the federal Surface Transportation Board (STB). A number of entities, including the Governor, the Idaho Public Utilities Commission (PUC), and ITD have submitted written requests to the STB to conduct an oral hearing in Idaho. The PUC scheduled a hearing on the

proposed abandonment on June 19. If the PUC finds that the abandonment would adversely affect the local area and impair market access of Idaho communities, and if the line has potential for profitability, then it will probably protest the abandonment before the STB. Protestants have 45 days from the filing date of the abandonment application, or until July 10, to file comments. The STB is expected to make a decision approximately 2 months after that date.

10) Quarterly report on legal actions.

11) Financial Statement. Federal aid revenues are approximately \$22 million under projections to date, while collections of unrestricted state highway revenues are about \$4.8 million above projections. Expenditures are still running at or below budgeted levels for the fiscal year through April.

Board Policy B-01-17, Internship Program. Human Resource Services (HRS) has formalized an Internship Program to assist in furthering ITD's mission while providing Idaho college students the opportunity to observe and participate in job activities directly related to their selected major field of study. Board and Administrative policies have been developed to address this new program. The Board policy charges the Director with establishing a department-wide Internship Program that will not expand or enhance the current workforce, nor replace workers performing core business functions. The main points of the Administrative policy are that ITD will contract with the universities to supply interns throughout the Department and that the HRS section shall coordinate the program. The Executive Team will review the costs and benefits of the program each year, will identify the number and types of intern positions required, and set the hourly pay rates.

Member McHugh questioned the status of the contract with the University of Idaho. He heard there were some concerns with the contract and ITD could not get it finalized and hire interns from the University. CE Ross was aware of some concerns, but will check on the current status of that contract.

Member McHugh made a motion to approve Board Policy B-01-17, Internship Program. Member Sweeney seconded the motion and it passed unopposed.

Board Policy B-14-09, Irregularities on Contract Bids. Board and Administrative policies have been developed to address irregularities on contract bids. The Board policy authorizes the Director to implement a method of processing irregularities in competitive bidding by establishing the grounds upon which the contract bid will be declared irregular and rejected by ITD. The Administrative policy establishes bid proposals and bidder irregularities that may cause the bid proposal to be rejected; sets a method for reviewing irregularities, notifying the bidder, and protesting a rejected bid proposal; and requires that the content of the two policies be communicated to the bidder by inclusion in the specifications. The policies have been reviewed and approved by the Associated General Contractors.

Member McClure asked who determines if a bidder is non-responsive and how it is determined. Roadway Design Engineer (RDE) Greg Laragan responded that staff would make that determination in the review process. He admitted that some bids will be obvious and that

others may be more difficult to determine if the bidder is not responsible. Although Member McClure agrees with the intent, he would like to see the State Licensing Board have more authority in this arena.

Member McClure made a motion to approve Board Policy B-14-09, Irregularities on Contract Bids. Member Sweeney seconded the motion.

Vice Chairman Combo asked for clarification on the procedure for filing an appeal as outlined in the administrative policy. RDE Laragan stated that the Assistant Chief Engineer-Development (ACE-D), in consultation with the Deputy Attorney General, makes the decision to declare a bidder non-responsive. The Chief Engineer confirms this decision. A bidder protesting the rejection of the bid proposal or the waiver of a bid irregularity of an apparent low bid, would submit a written protest to the ACE-D. Vice Chairman Combo suggested that the appeal be directed to the Chief Engineer. The Board gave unanimous consent to that change.

The motion passed unanimously.

Report on the Preservation and/or Acquisition of Rail Right-of-Way in Boise. The Boise railroad cut-off is a 44-mile stretch from the main line in Nampa through the cities of Meridian and Boise, then rejoining the main line south of Boise. Currently, local freight service is provided on the track regularly and Union Pacific (UP), the owner of the track, occasionally uses the Cut-off for emergencies when the main line is not accessible.

In October 1997 the Cut-off was used for a two-week demonstration of a self-propelled diesel unit, the Regio-Sprinter. UP officials indicated a willingness to sell the Cut-off sometime in the future, and in 1999 UP requested abandonment of 18.2 miles of the Cut-off. Area officials filed a request with the STB asking that UP be required to negotiate with the parties with the goal of gaining public ownership. The land and assets were initially valued at \$2.6 million. Earlier this year UP donated 14 miles of the corridor to Boise City.

The value of the remaining 30 miles is unknown. It is unlikely that UP will seek abandonment of the 26 miles from Nampa through Boise because there are a number of rail freight customers on this section. The retention of the 18-mile section approved for abandonment is very important if Amtrak rail passenger service is restored to southern Idaho. COMPASS, Boise City, Ada County, and the Treasure Valley Regional Public Transportation Authority are all interested in acquiring control of the Boise Cut-off for transit purposes. Local funds or a potential combination of local funding and private sources, and federal-aid transportation funds could be used to acquire right-of-way and then convert the abandoned rail line for transit purposes. The Treasure Valley Futures, an organization of Ada and Canyon County governments, has made the implementation of a rail system in the area a high priority.

Chairman Winder believes the preservation of the Boise Cut-off could have a big impact on future transportation and believes ITD should take an active role in preserving this rail right-of-way from Nampa to Boise. Ms. Raino interjected that preservation of the Nampa area right-of-way is premature, as UP is not ready to relinquish that portion. Chairman Winder asked staff to look at alternatives for preserving or acquiring this right-of-way for future transit uses.

Member McHugh made a motion to accept staff's report on the preservation and/or acquisition of rail right-of-way in Boise. Member Blick seconded the motion and it passed unopposed.

Board Items. Chairman Winder, and Members Blick, Miller, and Sweeney attended the recent Western Association of State Highway and Transportation Officials (WASHTO) meeting in Rapid City, South Dakota. Member Miller reported on a session he attended on motor carrier issues and stated that the vehicle configurations the speaker reported on are not in use. Director Bower stated he also attended that meeting, which also focused on proposed rules, and that staff is reviewing the proposals and will be commenting on the rules.

Member Sweeney said he was impressed with the work occurring already on reauthorization. He also learned about the make-up and operation of other transportation Boards and believes Idaho has a good system in place.

Chairman Winder reported that John DeVerno, lobbyist for the Five-State Coalition, encouraged the states to provide sufficient staff to review and analyze federal legislation and data and to provide assistance to him. He also said that Mr. DeVerno has been reviewing transit funds and that Idaho receives approximately 20 cents back on the dollar for transit, and he emphasized the need to look at the total funding package rather than focusing on the highway funds.

Director's Items. Director Bower elaborated on the WASHTO meeting and stated the Board of Directors established a task group to look at the western states' common issues in preparation for work on reauthorization. At the meeting with FHWA Executive Director Tony Kane, Director Bower focused on discretionary projects and emergency relief funds.

The federal transportation appropriations bill is progressing through the U.S. Senate and House of Representatives. Staff is optimistic that the approved funding level will be close to the programmed amount in the draft Highway Development Program for FY01.

Although a \$3 million US-95 corridor border application was submitted for the project from SH-1 to the Canadian border, ITD will receive \$100,000, according to Director Bower.

Director Bower reported that the Cost Study for "US-95 to Freeway Standards" is being finalized and will be published soon.

In conclusion, Director Bower informed the Board that he has been asked to serve an additional three-year term on the Research and Technology Coordinating Committee and has accepted that appointment. The Board gave concurrence to this service and thanked him and expressed support for his work and efforts on various national committees.

Scenic Byways: Proposed Multi-Colored Scenic Byway Signs. Earlier this year, a delegation asked the Board to consider allowing multi-colored signs for scenic byways on the state highway system. Steve Holland, TSEA, said many states are using multi-colored signs and staff recommends allowing the multi-colored signs for use on all scenic byways that have a

corridor management plan. Staff has worked with the Scenic Enhancement Committee to develop multi-colored sign standards that would meet the requirements of the Manual on Uniform Traffic Control Devices (MUTCD) as adopted by the Department and still allow for each scenic byway to develop custom logos to be placed on a standard white on brown sign background. Mr. Holland added that he believes these signs can be enlarged.

Member Miller commented that he saw a very graphic, colorful sign along a scenic byway in South Dakota recently and suggested allowing more colors and variances. Some members concurred that more flexibility with the signs should be permitted. Jack Coe, Division Administrator, FHWA, responded that although federal funding is contingent on following the MUTCD, exceptions in signing are allowed, especially if safety is not compromised.

In response to a question regarding the colors of the logos, Mr. Holland stated that the Scenic Byways Committee would review and approve the logos. He added that a vendor attended a recent meeting on this issue and provided guidance on the various colors and designs that would be feasible. Garry Young, Senior Transportation Planner, added that the Committee believes this recommendation is a good compromise, as the MUTCD needs to be followed.

Chairman Winder asked staff to use discretion when multi-colored scenic byway signs are requested on routes without a corridor management plan. He would like the Committee to have the option to approve multi-colored sign requests, even if a plan has not been developed.

FY01 Federal Scenic Byway Discretionary Projects. Scenic Byway Advisory Committee member Tim Hurst reviewed the list of proposed projects to be submitted for FY01 Scenic Byway discretionary funding, as reviewed and recommended by the Committee. Funding is available on a nationally competitive basis for routes that have been designated as a state scenic, historic, or back country byway. The scenic byway projects can include the development of a corridor management plan or road or enhancement work on the corridor once a management plan has been completed.

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

RES. NO. WHEREAS, the Idaho Transportation Board established the Scenic Byway  
TB00-32 Advisory Committee (SBAC) on June 21, 1996; and

WHEREAS, among its purposes the SBAC is to provide advice and recommendations concerning the Scenic Byway Program to the Idaho Transportation Board; and

WHEREAS, all state and local Scenic Byway grant applications are to be submitted by the Idaho Transportation Department to the Federal Highway Administration for Federal Scenic Byway Discretionary Funding; and

WHEREAS, FY01 Scenic Byway Grant Applications have been received, reviewed, and prioritized by the SBAC with recommendations to the Transportation Board.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves the application for the following FY01 projects in priority order for Federal Scenic Byway Discretionary funding totaling \$2,972,226 and inclusion in the Statewide Transportation Improvement Program:

- 1) Taking the Scenic Route Brochure for \$40,000;
- 2) Lake Pend Oreille Scenic Byway, Phase 1 implementation for \$35,992;
- 3) Northwest Passage Scenic Byway, Kooskia Street Lighting project for \$176,434;
- 4) Gold Rush Historic Byway Corridor Management Plan for \$67,000;
- 5) Statewide Multi-colored Scenic Byway Signs for \$56,500
- 6) Northwest Passage Scenic Byway Corridor Management Plan for \$200,000;
- 7) Panhandle Historic Rivers Passage Corridor Management Plan for \$56,000;
- 8) Panhandle Historic Rivers Passage, Rotary Park/Bikepath for \$156,300; and
- 9) Northwest Passage Scenic Byway Passing Lanes for \$2,184,000.

Proposed Extension of Northwest Passage Scenic Byway, US-12, District 2. Boyd Leonard, representing the City of Lewiston, encouraged the Board to extend the Northwest Passage Scenic Byway, currently from Spalding to the Montana state line, east to the Washington state line in Lewiston. This extension would mean that all of US-12 in Idaho would be designated a scenic byway. Mr. Leonard believes the upcoming Lewis and Clark Bicentennial will attract a lot of visitors to the area, making this extension timely. Additionally, the extension would help position the Northwest Scenic Byway for national designation, which means broader exposure and allowing Lewiston and the adjacent area to be competitive for funding for a variety of projects, because Congress appropriates approximately \$24,000,000 annually for this program. He added that the various agencies impacted by this designation are supportive of this request.

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

RES. NO. WHEREAS, the Idaho Transportation Board established the Scenic Byways  
TB00-33 Advisory Committee (SBAC) on June 21, 1996; and

WHEREAS, among its purposes the SBAC is to provide advice and recommendations concerning the Scenic Byway Program to the Idaho Transportation Board; and

WHEREAS, all local requests for Scenic Byway designation are to be submitted to the SBAC for review and consideration; and

WHEREAS, the City of Lewiston has submitted a proposal to extend the Northwest Passage Scenic Byway designation from Spalding Junction to the Washington state line in Lewiston; and

WHEREAS, the SBAC has found the request for this designation to comply with its established criteria, recommending Idaho Transportation Board approval.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the designation of US-12 from Spalding Junction to the Washington state line at Lewiston as part of the Northwest Passage Scenic Byway and with the regional designation: Lewis and Clark Trail; and

*BE IT FURTHER RESOLVED*, that the "Northwest Passage Scenic Byway: Lewis and Clark Trail" shall be so signed and designated on the Idaho Official State Highway Map.

FY01-05 Public Review Draft STIP. Senior Transportation Planner Mark McNeese stressed that the STIP is based on a transportation planning process that allows for public involvement and for coordination with local governments and other agencies. He stated that several revisions will be made to the document before it is distributed for public review and comment. He added that a summary on funding was included in the STIP this year because funding is often confusing and difficult for the public to understand.

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

RES. NO. WHEREAS, the Statewide Transportation Improvement Program (STIP)  
TB00-34 development process requires extensive and continuous public involvement; and

WHEREAS, the Idaho Transportation Board has outlined an accepted public involvement process in March 1995; and

WHEREAS, the Intermodal Working Group has defined this year's 30-day public comment period to be from July 5 to August 3; and

WHEREAS, statewide legal and media notices will be distributed the end of June concerning the comment period for the draft STIP.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approve the distribution of the FY01-05 Public Review Draft STIP, with noted changes, for public comment per the aforementioned timeline.

The Board commended staff for its efforts in producing the draft STIP. A lot of detail has been included in the document and a concerted effort was undertaken to make it user-friendly.

Access Management: Standards and Procedures for Highway Right-of-Way Encroachments. Assistant Traffic Engineer Lance Johnson summarized the purpose of access control and said it provides a safe and efficient highway system. Access control is based on the type of facility, and the types of access control include full, partial, and standard approach.

Member Sweeney does not believe it is practical to construct four-lane highways through small towns and suggested a policy stating that alternate routes will be constructed around small towns, if practical, when four-lane routes are built. Member McClure concurred and stated that motorists will stop in a town if they want to, but he believes the majority prefers a more efficient,

free-flowing transportation system. Mr. Johnson stated that bypassing towns is part of the planning process.

Since the Board's review of the draft Access Management: Standards and Procedures for Right-of-Way Use in December, revisions were made and re-circulated internally and to the utility companies, local highway agencies, and FHWA for additional review and comment. Those comments were incorporated into the latest version. Mr. Holland reviewed the major revisions, including a document name change, the addition of a permit processing timeframe, a detailed appeal process, an expanded Table of Contents, and the inclusion of a section on temporary encroachments. Mr. Holland also outlined the timeframe for implementation, which includes rule-making procedures to bring IDAPA 39.03.42 into conformance with the new document, and revisions to ITD policies and the "Rural Highways Access Control Guide" map.

Member McClure questioned the prohibition of motor-powered racing and snowmobile races and tours on the state highway right-of-way outlined in the document. The consensus of the Board was to have staff look into the feasibility of including those activities under the permit process.

By unanimous consent, the Board authorized staff to proceed with finalizing the Access Management: Standards and Procedures for Highway Right-of-Way Encroachments document and related rule-making and policy changes.

Intelligent Transportation Systems (ITS) Technologies and Issues Pertaining to Automated Enforcement. Staff provided an in-depth report on utilizing ITS technologies for automated enforcement, specifically red light running. Some of the issues addressed included partnerships, enabling legislation, education, choosing a camera system, and privacy. The use of automated enforcement systems offers the potential to decrease the number of red light violations and improve the safety of intersections. Traffic Staff Engineer Mike Villnave said studies of automated enforcement systems used for red light running indicate an overall decrease in the collision rate. In Idaho, between 1995-1999, there have been 3,434 collisions related to disregard of a signal.

Mr. Villnave reported on some of the advantages to an automated system, including economic impacts, the traditional police methods cannot address the red light running problem, the cameras can operate 24 hours per day, and there is a spill-over effect as motorists will not know for sure at which intersections the cameras are located. Legislation at either the state or federal level would be needed, however, to implement a successful program.

The consensus of the Board was to support ITS automated enforcement. Emphasis was placed on the need to coordinate this effort with the appropriate entities, including local officials, legislators, and law enforcement. Member Miller suggested that staff review other states' legislation where automated enforcement has been enacted. Staff was asked to present the Board with a recommendation for proceeding with ITS automated enforcement.

SH-21 Avalanche Update, District 3. Todd Bartolome, Region 2 Engineer, provided a brief summary on the SH-21 avalanche area and actions implemented to mitigate the avalanche

danger. Currently, the District is purchasing and installing remote controlled message signs, which will be installed at the locations where existing road closure signs are located. State Communications will activate the signs and immediate messages will warn the traveling public when conditions warrant a road closure.

He stated that the recently installed weather stations and computer software have proven invaluable for accurate forecasting, and this data helps to confirm closures and minimize closure times. The data is also shared with the Winter/Alpine Engineering Laboratory at the University of Utah that conducts research and provides recommendations and programs for avalanche hazard mitigation to the FHWA/Western States Consortium for research projects. An avalanche expert from the Utah Department of Transportation is reviewing ITD's current Winter Operating Plan for SH-21 to assure continued efforts in maintaining updated procedures. Mr. Bartolome said staff plans to continue these efforts and also recommends keeping up with current training and available technology.

The Board thanked Mr. Bartolome for the informative report, and asked him to send a copy of the report to the Governor's Office and to the Mayor of Stanley.

Consultant Approval for SH-55 Passing Lanes Projects, District 3. Project Development Engineer Doug Chase said the development of the concept for three passing lane projects on SH-55, South of Cascade, North of Cascade, and North of Donnelly, was negotiated with Toothman/Orton Engineers. The projects are currently programmed in FY05 and Preliminary Development. Once the projects are complete through the concept stage, staff plans to continue the development of the projects through the Plans, Specifications and Estimates submittal. Toothman/Orton Engineers is currently at their term agreement limit, so staff needs approval to use the firm to complete the design phase. Mr. Chase said the consultant is familiar with the projects, including the environmental requirements and the property owners impacted by the project. The estimated cost to complete the development of these projects is \$800,000.

Member Sweeney asked how staff calculates the cost effectiveness of designing projects in-house versus by consultant. He also questioned the effectiveness of hiring more staff to design projects rather than contracting the work. Mr. Chase said the District reviews its design work and develops a plan to design the projects. Staff designs as many projects as feasible, then supplements the workload with consultants. He added that District 3 uses a lot of consultants. Director Bower added that studies have been completed to determine the cost effectiveness of designing projects in-house versus with consultants, and there have been no firm conclusions on the issue. He also stated that the workload fluctuates and he does not recommend a staffing complement to handle the entire Program because if funding levels decrease, the Department would probably have to lay off employees.

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

RES. NO. WHEREAS, the Idaho Transportation Department has committed to utilizing  
TB00-35 consultant engineers as a tool for timely and efficient project development of  
highway and bridge projects as identified in the Statewide Transportation  
Improvement Program (STIP); and

WHEREAS, District 3 requests to utilize Toothman/Orton Engineering Company as consultant engineers for the development of three projects (key numbers 7792, 8081, 7793); and

WHEREAS, Toothman/Orton is familiar with the feelings of the community and environmental requirements tied to the project; and

WHEREAS, Toothman/Orton has been introduced to all the property owners impacted by the project; and

WHEREAS, Toothman/Orton is familiar with and has met with all the stakeholders on the project, which includes the city officials and county officials; and

WHEREAS, Toothman/Orton is familiar with the irrigation and drainage involved with the project; and

WHEREAS, Toothman/Orton's work has been excellent; and

WHEREAS, Toothman/Orton could provide a cost effective and smooth transition from concept through final design.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the use of Toothman/Orton Engineering to complete the design of the three listed projects at an estimated cost of \$800,000.

Executive Session on Personnel and Legal Issues, Section 67-2345(b) and (f), Idaho Code. At 11:45 AM, Vice Chairman Combo made a motion, seconded by Member McHugh, to meet in executive session to discuss personnel and legal issues. The motion passed unanimously.

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

Contract Awards. Member McHugh made a motion, seconded by Member McClure, and passed unopposed, to approve the following contract awards:

NH-F-5121(019), key 0717 – Wrenco Loop to Dover, US-2, Bonner County, District 1. Low bidder: M.A. DeAtley Construction, Inc., Clarkston, Washington - \$11,617,337.65.

IM-90-1(190)10 and STP-7235(102), keys 0519 and 7584 – Northwest Boulevard/Ramsey Road Interchange and Northwest Boulevard Interchange Gateway, Coeur d'Alene, Kootenai County, District 1. Low bidder: Max J. Kuney Company, Spokane, Washington - \$9,777,293.45.

ST-2390(682), key 7260 – Yankee Fork Bridge Rail, SH-75, Custer County, District 6. The low bid was more than ten percent over the engineer's estimate, requiring justification. The project is in a remote location and requires specialty work, resulting in few bidders and some of the increased costs. Review of the bids shows the significant differences in removal of guardrail,

bridge rail demolition, bridge concrete rail construction, impact attenuators, portable traffic signal, and mobilization. Due to the District's limited exposure to this type of work, several of the unit costs were underestimated. Staff does not foresee a savings if the project is rebid, and recommends awarding the project. Low bidder: DePatco, Inc., St. Anthony, Idaho - \$426,268.14.

ST-4200(627), key 8150 – Warm Springs to Montana State Line, US-12, Idaho County, District 2. Low bidder: Poe Asphalt Paving, Inc. - \$4,890,939.10.

STP-3220(102), STP-3220(104), STP-8273(101), STP-8353(101), STP-8333(100), and STP-8493(100), keys 7179, 7181, 7185, 7188, 7189, and 7190 – Garrity Boulevard and 11<sup>th</sup> Avenue North; Garrity Boulevard and 16<sup>th</sup> Avenue North; Nampa Boulevard and 6<sup>th</sup> Street North Ext.; 16<sup>th</sup> Avenue South and 7<sup>th</sup> Street South; Garrity and Can-Ada Road; and 11<sup>th</sup> Avenue South and 7<sup>th</sup> Street South; Canyon County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The City of Nampa is responsible for all costs above the engineer's estimate on keys 7188, 7189, and 7190, and for the off-system lanes approaching the intersections of key numbers 7181, 7185, and 7179. ITD is responsible for the remaining bid over-run costs associated with the on-system intersection lanes totaling \$122,421.99.

A recent rapid escalation in signal costs was not reflected in the historical data used for estimating purposes on this project. The signals are located at six different locations throughout the city, and there are currently many projects undergoing construction, resulting in all contractors being very busy. It is not believed that re-bidding the project would result in lower bids. The City of Nampa supports awarding this project and staff concurs. Low bidder: Aztech Electric, Inc., Spokane, Washington - \$1,445,817.60.

NH-STP-6470(108), NH-6470(110), and ST-6470(626), keys 6498, 7166, and 7944 – Green Canyon Road to Mesa Falls Road; Mesa Falls Road to Island Park Lodge; and Phillips Loop Road to Milepost 391; US-20, Fremont County, District 6. Low bidder: Western Construction, Inc., Boise, Idaho - \$6,057,889.66.

ST-7575(604), key 7961 – Intersection of SH-41 and Poleline Avenue, Post Falls, Kootenai County, District 1. The low bidder was more than ten percent over the engineer's estimate, requiring justification. Cover coat material, illumination, and traffic signal installation are the bid items that account for the majority of difference between the engineer's estimate and the apparent low bidder. One reason for the high bid is the relatively small window the contractor has for ordering materials and construction. The contract requires the signal to be functioning by September 1 due to the opening of the new Post Falls High School near the intersection. The contractor will be working in a very difficult area due to numerous utilities. The cover coat material is over three times the statewide average, most likely because of the relatively small quantity needed for the project. Additionally, the illumination item is approximately double the engineer's estimate. The unit bid prices used for the engineer's estimate are based on recent invoice information from similar installations statewide. The short time frame and working in close proximity to utilities may have impacted this item. In review of the bid and because of the scheduled opening of the new high school this fall, staff recommends awarding this contract. Low bidder: Thorco, Inc., Coeur d'Alene, Idaho - \$301,458.76.

ST-7242(603) and ST-2846(611), keys 7358 and 6986 – 2<sup>nd</sup> Avenue West and South, Twin Falls; and Red Cap to Kimberly, Twin Falls County, District 4. The Low bidder was more than ten percent over the engineer's estimate, requiring justification. Plantmix Pavement, including Asphalt and Additives, Class I is the primary deviation from the engineer's estimate. The District used the unit price index to develop the estimate, however, it neglected to accommodate the 20% increase in asphalt prices causing the bid to exceed the estimate. Staff believes that the bid price for plantmix pavement is not excessive and that a lower bid will not be achieved by re-advertising the project. Therefore, the District recommends awarding the project. Low bidder: Idaho Sand & Gravel Company, Nampa, Idaho - \$462,488.20.

ST-6450(616) and ST-6450(617), keys 6461 and 6462 – Lemhi River Bridge Milepost 130 and Lemhi River Bridge Milepost 128, SH-28, Lemhi County, District 6. The low bidder was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate did not adequately reflect the location of the project and the actual cost of several bid items. Five bid items account for the overrun and upon review, staff found that some of the bid prices are high in some instances, but not unreasonable. The engineer's estimate did not adequately reflect 621-C-1, mulching survey; SP-1, survey, which was the first time the District used this specification; SP-2, furnish precast concrete guardrail, which the engineer's estimate did not reflect the extra handling of the concrete guardrail required; SP-4, temporary shoring; and 629-A, mobilization. Based on the analysis of the bids, staff recommends awarding this contract. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$1,669,605.57.

FHWA Bicycle Guidance. RDE Laragan summarized the FHWA document addressing bicycle and pedestrian facilities. The policy is to be incorporated into all transportation projects unless exceptional circumstances exist, and gives transportation agencies the responsibility for defining what constitutes exceptional circumstances. ITD's policy requires that development and construction of bicycle and pedestrian facilities be assessed on all federal-aid or state-funded projects. The Department does not include designated bicycle lanes on rural projects, however, project shoulder width is reviewed, and if the existing or planned width is adequate for the designed traffic speed, it is also adequate to serve the accessibility needs of bicyclists and pedestrians. RDE Laragan said the Department has been proactive toward incorporating bicycle and pedestrian facilities into transportation projects, so the new FHWA policy will have minimal effect on ITD.

US-95 Sandpoint North and South Project, F-5116(068), Key 1721, District 1. Staff Engineer Sean Hoisington provided a brief history of the Sandpoint North and South project, and reported that some projects have already been programmed to address the congestion in downtown Sandpoint. The final environmental impact statement (EIS) was issued in September 1999 for public review, followed by a public meeting. Comments were sent to FHWA to be included and addressed in the decision-making process for issuance of the Record of Decision. He said FHWA issued the Record of Decision in May, giving approval to the Final EIS.

Vice Chairman Combo emphasized that the Transportation Equity Act for the 21<sup>st</sup> Century of 1998 included the Sandpoint North and South project as a high priority project. Director Bower stressed that the Record of Decision is a major milestone and that both that document and the Final EIS are used as a basis for the design of projects.

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

RES. NO. WHEREAS, the US-95 Sandpoint North and South project (key 1721) is in the  
TB00-36 Highway Development Program in FY04 at a construction cost of approximately \$26 million; and

WHEREAS, the staff has concluded the Environmental Impact Statement (EIS) process; and

WHEREAS, FHWA has approved the EIS and issued a "Record of Decision"; and

WHEREAS, this location of US-95 is now determined to be on the Sand Creek alignment.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board directs staff to proceed into the design phase of the project.

US-93, Snake River Crossing, NH-2390(121), Key 7158, District 4. Assistant District 4 Engineer (ADE) Scott Malone summarized the presentation last month on the US-93, Snake River Crossing study. Completing a regional partnership funding plan was recommended as the next step to determine the local community's ability and willingness to share in the costs associated with a new crossing. The plan would also allow the policy/decision makers to hear from the majority of the public, and allow ITD, based on the outcome of the funding analysis, to make a determination of proceeding with an environmental study immediately or at some point in the future. The study is estimated to cost between \$80,000 and \$100,000.

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

RES. NO. WHEREAS, the US-93, Snake River Crossing Study has been completed with  
TB00-37 a most feasible location identified through a well documented and conducted public involvement process; and

WHEREAS, a Regional Partnership Funding Plan was identified and recommended as the next step in the project development process; and

WHEREAS, the potential for cost savings exists if this Regional Partnership Funding Plan is completed in conjunction with the US-95 North Coeur d'Alene Corridor study using the same consultant; and

WHEREAS, there are sufficient funds available in FY01 of the State-Funded Board Un-Allocated account to fund the proposed Regional Partnership Funding Plan.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the use of \$105,000 of Board Un-allocated funds for a project in FY01

of the State-Funded Highway Development Program to complete a Regional Partnership Funding Plan for the US-93 Snake River Crossing project.

SH-75, Blaine County Transportation Plan, District 4. Last month a delegation from Blaine County requested funding for a transportation study encompassing all modes of transportation in the County at an estimated cost of \$80,000. ADE Malone reported that the District backs the study and believes the study supports the National Environmental Protection Act process for the SH-75 corridor and could be used to support the ultimate determinations made during the formal public involvement process.

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

RES. NO. WHEREAS, the Idaho Transportation Department is beginning a National  
TB00-38 Environmental Protection Act driven environmental study of the SH-75 corridor in Blaine County; and

WHEREAS, the Blaine County Commissioners and the City of Ketchum have requested funding to complete a county-wide transportation plan; and

WHEREAS, the completed county-wide plan could be incorporated into the NEPA process and help justify the resulting determinations; and

WHEREAS, there are sufficient funds available in FY01 of the State-Funded Board Un-Allocated account to fund the proposed county-wide transportation plan.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves a project for \$80,000 of Board Un-Allocated Funds in FY01 of the State-Funded Highway Development Program to complete a SH-75, Blaine County Transportation Plan.

Replacement of US-93, Fairgrounds Turn Lane with US-20, Madison County Line to Junction SH-33, District 6. HPM Amick said the Fairgrounds Turn Lane project (key 7497) was originally programmed for FY00 for \$330,000. The project is located at milepost 308.8 on US-93. Another project, Salmon North to Carmen Creek (key 6940), was awarded in July 1999 to overlay and level the roadway. This project is located at MP 305.38 to MP 310 on US-93. Because the Fairgrounds project was within the limits of the Carmen Creek project already under contract, staff was able to add the Fairgrounds project to the Salmon North project, eliminating the need to remove some material that had just been put in place and substantially reduce the inconvenience to the public by requiring traffic control once instead of twice. Because the Fairgrounds project was originally programmed in the Federal program and the Salmon North to Carmen Creek project was in the State Program, some project shifting occurred. The Fairgrounds project was going to be moved into the STM program in place of a concrete grinding project planned for US-20 North of Rigby and the grinding job was going to be programmed in the NH program in place of the Fairgrounds project. The change order incorporating the Fairgrounds project was significantly less than the programmed amount,

providing sufficient money in the STM program to still complete the grinding project on US-20 without moving it to the NH program.

HPM Amick said staff would now like to create a new project in the NH program (using the Fairgrounds funds) to saw and seal the concrete joints associated with the current and past grinding projects on US-20 North of Rigby. The project limits would be from MP 326.237 to MP 333.4.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
TB00-39 to accomplish a current, realistic and fiscally constrained State Funded Highway Development Program; and

WHEREAS, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) of 1998 requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program; and

WHEREAS, the change order combining the US-93 Fairgrounds project with the US-93 Carmen Creek project has freed up \$330,000 in funds in the FY00 National Highway System Program; and

WHEREAS, US-20, Madison County Line to Junction SH-33 is in need of a sealing and sawing project.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the addition of a new project to the FY00 National Highway System Program to saw and seal US-20 from Madison County Line to Junction SH-33 (milepost 326.237 to milepost 333.4) at the cost of \$330,000; and

*BE IT FURTHER RESOLVED*, that the Transportation Department staff is authorized to request an amendment to the FY00-02 Statewide Transportation Improvement Program in accordance with the provisions of the TEA-21 of 1998, and to show said project provisions in Supplement 00-2.

US-20 Corridor Plan, District 6. Lance Holmstrom, District 6 Senior Transportation Planner, summarized the process to develop the US-20 Corridor Plan and emphasized that a lot of focus was on involving the public and collaborating with jurisdictions that will be impacted by improvements to US-20. Local jurisdictions that participated in the development of the Plan will be encouraged to incorporate the findings into their own comprehensive plans where applicable.

The purpose of the US-20 corridor plan is to identify alternatives that provide for a safe and efficient transportation system; preserve and protect the environment; improve the interrelationship between land use and transportation; and provide a framework for future project selection. The planning horizon for evaluating the needs of the corridor and completing the recommended improvements is 20 years. In order to improve safety along the corridor, it was

determined that the elimination of the 26 at-grade highway crossings on the divided section between Idaho Falls and Chester would be necessary. The plan has already provided significant benefit to ITD by expediting the environmental review process and preparation of the concept reports for two interchange projects, Hitt Road and St. Leon.

Chairman Winder thanked Mr. Holmstrom for the presentation and commended him for the excellent plan that has been prepared.

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

RES. NO. WHEREAS, the Idaho Transportation Board has adopted policies setting out the  
TB00-40 process by which corridor planning shall be undertaken by the Idaho  
Transportation Department; and

WHEREAS, the public, local public agencies, and FHWA have been active participants in the US-20 Corridor planning process; and

WHEREAS, the US-20 Corridor has 26 at-grade crossings between Idaho Falls and Chester which decrease the safety and efficiency of the system; and

WHEREAS, land use development and population growth are expected to significantly increase over the 20 year planning horizon; and

WHEREAS, the US-20 corridor plan identifies alternatives that provide for a safe and efficient transportation system; preserves and protects the environment; improves the interrelationship between land use and transportation; and, provides a framework for future project selection.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board adopts the US-20 Corridor Plan, accepts the plan as the primary basis for programming improvements on US-20 over the next 20 years, and recommends that the plan be updated every five years or as needed to assure that the document meets current needs; and

*BE IT FURTHER RESOLVED*, that staff is encouraged to work with local public agencies to implement the US-20 Corridor plan, through coordination and joint agreements as appropriate.

Evaluation of the Conversion from Weight Distance Tax to a Tiered Mileage-Based Registration System. Idaho's weight distance tax will be eliminated in October and the 2000 legislature mandated that the impacts of the elimination of this tax be monitored, documented, and reported to the legislature. This change provides a unique opportunity to objectively examine the conversion from weight distance tax to a tiered mileage-based registration system from a revenue standpoint. The impacts on Idaho and non-Idaho trucking firms need to be examined and fully documented. Economics Research Manager Doug Benzon said the University of Idaho estimated the four-year in-depth study at \$580,000. The University would

fund \$221,000 and staff has identified funding sources for the remaining costs. He added that no conversion study to this extent has been undertaken, and he believes it will provide valuable information.

Member Miller asked if other agencies could perform the study. Because the U of I did the 129,000-pound pilot project study, Mr. Benzon said the Department thought the University would be the appropriate entity to complete this study. Director Bower added that the study will be quite comprehensive and the Department needs to report to the legislature on the financial aspects. Member Miller said he supports acquiring the data and believes it will be a beneficial study, however, he does not agree with the bidding process.

Vice Chairman Combo asked if spending authority is requested for the whole project or if funding would be provided on an annual basis. HPM Amick replied that the project could be developed either way.

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

RES. NO. WHEREAS, the 2000 Legislature has mandated that the impacts of the  
TB00-41 conversion from a weight distance tax on Idaho and non-Idaho trucking firms be monitored, documented, and reported to the Legislature; and

WHEREAS, Idaho will eliminate the weight-distance tax beginning in October 2000 and initiate a tiered mileage-based registration system, providing a unique opportunity to objectively examine this conversion from a revenue standpoint.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the addition of a new project not to exceed \$361,000 in federal funds in FY00 in the Federal Surface Transportation State Program for the study of the impacts of Idaho's conversion of commercial vehicle taxation from a weight distance basis to a vehicle registration basis; and

*BE IT FURTHER RESOLVED*, that staff is authorized to request amendment of the FY00-02 Statewide Transportation Improvement Program to add the above project in accordance with the Transportation Equity Act for the 21<sup>st</sup> Century.

The motion passed 5-1 with Member Miller opposing.

Member McHugh asked if the weight distance tax auditors will be eliminated when the new registration system is implemented. Motor Vehicle Administrator Morris Detmar believes the new system may be more difficult to administer and he does not foresee the elimination of any of the existing auditor positions. He added that an additional full-time employee has been requested for the transitional period, but the new system will be monitored and adjustments in staffing will be made accordingly. Director Bower added that both the old weight-distance tax system and the new registration system will be used for approximately one year while the old system is phased out.

Aircraft Pool Funding. Per Board direction, staff reviewed a rate schedule for the King Air that would cover the costs of operation and develop a reserve account for the replacement or overhaul of the engines and propellers. Any reserve account must be carried over from year to year so that it is available to fund the projected costs when they come due. Aeronautics Administrator (AA) Bart Welsh outlined the anticipated timeline and cost for replacing both engines and the propellers. He said the King Air is currently breaking even with the inclusion of a \$71,300 annual supplement, and that all cost estimates are based on the King Air flying approximately 400 hours annually.

Member McClure asked if the subsidy transferred to the operation of the King Air results in the service breaking even. AA Welsh responded yes. Member McClure asked if the price per hour could be increased from \$465 per hour to about \$640 to eliminate the subsidy, and if plans are to move in that direction. AA Welsh replied that the per hour rate could be increased to eliminate the subsidy, and Director Bower responded that at this time there are no plans to eliminate the subsidy.

Member McClure thought the subsidy was incorporated initially because the usage of the King Air was unknown. Now that the statistics reveal it is being used considerably more than first estimated, he would like to see the subsidy eliminated. The consensus of the Board was to have staff report on the feasibility of eliminating the subsidy to the King Air.

Stanley Airport Purchase and Acquisition. AA Welsh reported that three appraisals have been completed and reviewed for the Stanley Airport. The Stanharrah Corporation indicated a willingness to accept payments over several years. He said the airport is used considerably for recreational purposes, training, and air transportation into the City of Stanley. Closing the airport would have a great impact on Stanley as well as the air taxi operators that use it. AA Welsh reported on alternatives if the Stanley Airport were closed, including developing or improving an airstrip at Piva Ranch, Cape Horn, or Obsidian.

Chairman Winder asked if the Forest Service is prepared to fund the airport purchase this year. Forest Service representative Carol Brown replied that the agency would be ready to acquire it today. Chairman Winder thanked her for her assistance and work on this effort.

Vice Chairman Combo believes the Department should proceed promptly because the Stanharrah Corporation has been patiently awaiting the state's decision and the Forest Service has been so helpful on this issue. He believes it is an important airport and should remain under the state's jurisdiction.

Vice Chairman Combo made a motion, seconded by Member Sweeney, to approve the following resolution:

RES. NO. WHEREAS, the Stanley Airport has been and remains a useful part of the State  
TB00-42 of Idaho's airport system; and

WHEREAS, Stanharrah Corporation wishes to sell the airport property; and

WHEREAS, the U.S. Forest Service has indicated an interest in purchasing a conservation easement on the Stanley Airport and surrounding property; and

WHEREAS, the closing of the airport would be detrimental to the airport system, aviation safety, and ease of access to the Stanley area; and

WHEREAS, the State of Idaho may be in a position to purchase the Stanley Airport in conjunction with the Forest Service; and

WHEREAS, funds could be available for this purchase.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes the Director to enter into negotiations with the Stanharrah Corporation and the Forest Service on the purchase of the Stanley Airport and the surrounding property so as to assure its continued access and availability as an airport and as part of Idaho's airport network.

The motion passed 5-1 with Member Blick dissenting.

Chairman Winder thanked Ms. Brown with the Forest Service and Jim Bennett, representing Stanharrah Corporation, for attending the meeting and for their efforts on this important issue. Mr. Bennett responded that it is imperative to proceed and he is looking forward to continue working with the Department.

IDAPA 39.02.71, Rules Governing Drivers License Violation Point Count System.

IDAPA 39.02.71 establishes the violation points for motor vehicle traffic violations, according to Driver Services Manager Jane Caviness. The current rule lists violation points for exhibition of speed and excessive acceleration, however, citations and references are no longer being made to these, but rather for racing on a public highway. Staff recommends revising IDAPA 39.02.71 to be in compliance with the current practices of Idaho police officers and Idaho Statewide Trial Court Automated Records System.

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

RES. NO. WHEREAS, the Division of Motor Vehicles (DMV) is authorized under the  
TB00-43 provisions of Idaho Code to establish the point system for drivers convicted of moving traffic violations; and

WHEREAS, IDAPA 39.02.71, Rules Governing Drivers License Violation Point County System, contains the point system for moving traffic violations; and

WHEREAS, Idaho police officers and the Idaho Statewide Trial Court Automated Records System (ISTARS) make use of the point system contained in IDAPA 39.02.71 when citing drivers or referring to driving violations; and

WHEREAS, IDAPA 39.02.71 contains references to traffic violations for “exhibition of speed” and “excessive acceleration”; and

WHEREAS, Police officers and ISTARS no longer cite drivers for, or make reference to, exhibition of speed and excessive acceleration.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes DMV staff to proceed with rule-making to bring IDAPA 39.02.71 into compliance with current practices of Idaho police officers and ISTARS.

Proposed Change to Rule IDAPA 39.02.02, Rules Governing Vehicle and Vessel Dealer License Requirements. Senate Bill (SB) 1342 changed the definition of the term “temporary supplemental lot”, and now relaxes requirements and allows dealers to obtain temporary supplemental lot licenses at locations more remote from the dealership’s principal place of business. Additionally, 1999 legislation provided for titling of vessels and required dealer licensing for those selling five or more new or previously titled vessels per year, according to Rex Green. The word “vessel” is added throughout the rule for clarification. The Dealer Advisory Board recommends revising IDAPA 39.02.02 to incorporate the legislative changes.

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

RES. NO. WHEREAS, Senate Bill 1342, passed by the 2000 legislature and effective July  
TB00-44 1, 2000, changed the definition of “temporary supplemental lot”; and

WHEREAS, reference to the old definition is included in the current rule; and

WHEREAS, Senate Bill 1031 passed by the 1999 legislature and effective January 1, 2000 provided for the titling of vessels and required dealer licensing for those selling five or more new or previously titled vessels per year; and

WHEREAS, the un-revised rule is in conflict with Idaho Code as it pertains to the titling of vessels and the licensing of dealers selling five or more vessels per year; and

WHEREAS, at its April 2000 meeting, the Idaho Dealer Advisory Board recommended that the rule be revised.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the proposed changes to IDAPA 39.02.02, Rules Governing Vehicle and Vessel Dealer License Requirements.

Modify Exlength Map to Reflect Legal Operations – 53-Foot Trailers. Port of Entry Manager Alan Frew said SB1410 provides the Board the statutory authority to designate additional routes for the legal operation of single trailers up to 53 feet without a permit. He provided the routes that staff is recommending the Board allow these trailers to travel without a permit.

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

RES. NO. WHEREAS, the Idaho Transportation Board has the statutory authority to  
TB00-45 designate routes for the legal operation of 53 foot single trailers; and

WHEREAS, the Board finds that approving all "thin red routes" on the extra length map, provides substantial benefits to the Department and motor carriers operating within and through the State of Idaho.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approve the following change to the extra length map:  
Board approved routes legal to operate single trailers up to 53 feet without permit. All other combinations not to exceed 105 feet overall length including load overhang, maximum computed off-track for such combinations not to exceed 6.5 feet.

*BE IT FURTHER RESOLVED*, that the Board approves the requested change as listed above for the extra length map to be effective immediately.

Delegation – Idaho Tax Commission. Commissioner Duwayne Hammond reported that the \$60,000 provided for fuel tax evasion efforts has resulted in a deposit of over \$400,000, plus staff is in the process of acquiring additional funds. He requested \$65,000 to continue the highway use tax evasion project.

Member Sweeney made a motion to approve \$65,000 in federal FY01 funds for the Tax Commission's fuel tax evasion program. Member McHugh seconded the motion and it passed unanimously.

Chairman Winder thanked Commissioner Hammond for the report and for the efforts in this important arena.

Old/New Business. Vice Chairman Combo made a motion, seconded by Member McHugh and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Congestion Mitigation and Air Quality Improvement  
TB00-46 (CMAQ) Program was initiated and authorized in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991; and

WHEREAS, the CMAQ Program was reauthorized by the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) of 1998; and

WHEREAS, although changes were made by TEA-21, the intent of the CMAQ Program remained the same - to fund air quality projects, plans, and programs to reduce transportation related sources and emissions; and

WHEREAS, to assist the Idaho Transportation Board in administering the CMAQ Program, the Board established the CMAQ Technical Review Committee for the purpose of (1) reviewing CMAQ program applications for funding and (2)

recommending projects, planning and programs in air quality nonattainment and maintenance areas, as well as areas of concern for ozone (O<sub>3</sub>), carbon monoxide (CO), oxides of nitrogen (NO<sub>x</sub>), and particulate matter (PM) which reduce transportation related emissions, as currently set forth in Board Policy B-11-05 of March 18, 1999; and

WHEREAS, the CMAQ Technical Review Committee comprised of appropriate interested parties and expertise to balance local, regional and statewide priorities has consistently performed its mandate in an exemplary and exhaustive manner exhibiting comprehension, attention to detail, purpose, and focus on the purpose of the CMAQ Program;

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board commends and thanks the members of the CMAQ Technical Review Committee, including its ex-officio members, for their dedication and public service for the betterment of Idaho communities and Idaho citizens; and

*BE IT FURTHER RESOLVED*, that copies of this Resolution be sent by the Board Secretary, to each member and ex-officio member of the CMAQ Technical Review Committee as set forth in Exhibit "A", which is attached hereto and hereby made a part hereof.

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

RES. NO. WHEREAS, the Surface Transportation Enhancement (TE) Program was  
TB00-47 initiated and authorized in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991; and

WHEREAS, the TE Program was reauthorized by the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) of 1998 with additional eligibility for safety and educational activities for pedestrians and bicyclists, transportation museums and tourists and welcome centers on scenic or historic highways, coupled with a major change in policy that a "direct link" to transportation is no longer required by providing that TE activities must "relate to surface transportation"; and

WHEREAS, although changes were made by TEA-21, the primary purpose of the TE Program remained to preserve and create (in Idaho) more livable communities where roads blend with and preserve the natural, social and cultural environment by using the flexible and innovative funding and design features of the TE funding; and

WHEREAS, to assist the Idaho Transportation Board in administering the TE Program, the Board established the Transportation Advisory Committee for the purpose of (1) reviewing TE program applications for funding and (2) recommending projects via a prioritized list within the three enhancement categories, i.e., (1) historic preservation, (2) scenic and environmental and (3)

pedestrian and bicycle enhancements, as currently set forth in Board Policy B-11-03 of November 18, 1999; and

WHEREAS, the Enhancement Advisory Committee comprised of appropriate interested parties and expertise to balance local, regional and statewide priorities has consistently performed its mandate in an exemplary and exhaustive manner exhibiting comprehension, attention to detail, purpose, and focus on the purpose of the TE Program.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board commends and thanks the members of the Enhancement Advisory Committee, including its non-voting members, for their dedication and public service for the betterment of Idaho communities and Idaho citizens; and

*BE IT FURTHER RESOLVED*, that copies of this Resolution be sent by the Board Secretary, to each member and non-voting member of the Enhancement Advisory Committee as set forth in Exhibit "A", which is attached hereto and hereby made a part hereof.

Member McClure made a motion to accept the recommendations of the CMAQ and Enhancement Review Committees for the draft STIP. Member Miller seconded the motion and it passed unanimously.

Staff provided the Board with discussion points on DEQ's CMAQ application for a maintenance plan. Chairman Winder suggested that staff work with COMPASS and DEQ on this project because of the huge impact the air quality issue may have on Ada County; not only related to transportation, but also to economic development. The Board would then consider the project for funding in September. Vice Chairman Combo suggested that other funding sources should be explored.

Vice Chairman Combo made a motion, seconded by Member McClure, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board has received a Congestion  
TB00-48 Mitigation/Air Quality funding request for a maintenance plan to address the air  
quality concerns in Northern Ada County; and

WHEREAS, the original data submitted was incomplete and a revised application has been submitted.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board directs staff to work with the sponsors of the application packet and prepare a funding recommendation for the Board's consideration in conjunction with the Statewide Transportation Improvement Program approval scheduled in September.

Member Blick expressed concern with incomplete applications that need to be revisited. He encouraged efforts to ensure the applications have sufficient information and justification to be considered initially.

The motion passed unanimously.

Chairman Winder also referenced a briefing staff prepared for the ACHD Commuteride CMAQ application for the regional express bus. Transportation Planning Administrator Charles Rountree recommended five conditions be placed on the project if it is approved. Chairman Winder suggested staff work with the applicant on this project and the Board could revisit it in September. Director Bower believes this bus service project needs a long-term plan rather than funding on a year-by-year basis.

Member Sweeney expressed concern with allowing this entity to work with staff on its application, but other applicants were told to reapply for funding next year. He asked why the committee did not recommend this project for funding. TPA Rountree believes there were not sufficient air quality benefits initially, and its current funding through the Wye construction mitigation project may have been a factor. Member McClure emphasized that part of the CMAQ Program is to address congestion.

Member McHugh reiterated Member Sweeney's concern that this applicant is being treated differently. He does not believe special consideration should be given to this project. The consensus of the Board was that the CMAQ maintenance plan was warranted for reconsideration, but the regional bus service project should not be pursued by staff for funding.

Chairman Winder asked the Board for direction on the City of Malad's request for Enhancement funds for a sprinkler system and landscaping. Ms. Raino suggested working with the Department of Lands on funding. She stated that the review committee did not recommend this project for funding, although minor changes have since been made to the application.

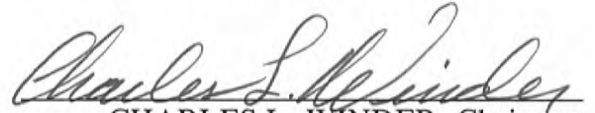
The consensus of the Board was to have staff work with the City of Malad and the Department of Lands on possible funding through the city landscape project.

DAG McMahon updated the Board on the John Welles lawsuit. Mr. Welles sued the Department under the fraudulent claims act. In a similar case, the U.S. Supreme Court recently ruled in favor of the State of Vermont, that the state cannot be sued under the false claims act. He said ITD's case was awaiting the Vermont decision, which was favorable to Idaho, so he believes the Welles case will now be dismissed.

DAG McMahon also reported on the American Trucking Association vs. State of Idaho lawsuit. The judge has given final approval on the settlement with one change regarding the attorneys' fees. The attorneys' fees were decreased slightly, providing additional money to the truckers. The whole settlement can now proceed, including refunding money to the truckers, providing money to the Treasury, and transitioning to a registration system.

CE Ross announced the retirement plans of Traffic Engineer Larry Van Over and District 6 Engineer Jim Richard this summer, Assistant District 5 Engineer Bryant Brown this fall, and Assistant Chief Engineer-Operations Clayton Sullivan early next year.

WHEREUPON, the regular monthly Board meeting officially adjourned at 4:10 PM.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
July 19, 2000  
Coeur d'Alene, Idaho

REGULAR MEETING AND DISTRICT 1 TOUR  
OF THE IDAHO TRANSPORTATION BOARD

July 19-20, 2000

The Idaho Transportation Board held a special telephone conference call at 8:05 AM, on Wednesday, July 19, at the Idaho Transportation Department, District 1 Office, Coeur d'Alene, Idaho with Governor Dirk Kempthorne in Boise. The following principals were present:

Charles L. Winder, Chairman  
John X. Combo, Vice Chairman – District 6  
John McHugh, Member – District 1  
Bruce Sweeney, Member – District 2  
Monte C. McClure, Member – District 3  
Gary Blick, Member - District 4  
Neil Miller, Member – District 5  
Sue S. Higgins, Secretary to the Board  
Dwight Bower, Director  
Jimmy Ross, Chief Engineer

Governor Kempthorne thanked the Board members for their service to the state and expressed appreciation for their efforts to date on acquiring the Stanley Airport. He believes the airport provides an important service to the state, and that this acquisition would be good for transportation and for the entire state. He stated his support to purchase the Stanley Airport.

Member McClure asked if other funding sources might be available, such as the Department of Commerce. Governor Kempthorne replied that the Department of Commerce and the Department of Lands were contacted, but both have restrictions on funds, and would not be able to provide financial assistance.

Member Blick expressed concern with the state owning approximately 75 acres in Stanley, resulting in property being removed from the tax roll. Governor Kempthorne is sensitive to that issue, but he believes the local entities are supportive of ITD purchasing the airport. Member Sweeney asked if the legislature could be approached for funding assistance. Governor Kempthorne replied that he is willing to explore that option.

Member Miller stated that the easement will limit future development, and the Department may be criticized for that action, particularly if it prevents development from occurring at the airport. In response to Governor Kempthorne's question if improvements can be made to the airport, Director Bower responded that a pilot-activated light can be installed, a building for a seasonal employee can be constructed, and the runway can be paved.

Chairman Winder thanked the Governor for his time and support on the Stanley Airport acquisition. He believes the purchase of the airport and scenic easement will be beneficial to the state as well as the nation.

July 19, 2000

The regular session of the Idaho Transportation Board and District 1 tour convened at 8:40 AM. Along with the above-mentioned principals, Jack McMahon, Deputy Attorney General; Jack Coe, Division Administrator – Federal Highway Administration; and newly-hired Deputy Attorney General Steve Bywater were also in attendance. Mr. Bywater will be replacing DAG McMahon, who is retiring at the end of the month.

June 11-14, 2000 Western Association of State Highway and Transportation Officials (WASHTO) Minutes. Member Sweeney made a motion, seconded by Member Blick, to approve the minutes of the special Board meetings held during the WASHTO conference on June 11-14, 2000 as corrected. The motion passed unanimously.

June 21-23, 2000 Board Minutes. Member Miller made a motion, seconded by Member McHugh, to approve the minutes of the Board meeting held on June 21-23, 2000 as corrected. The motion passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled:  
 August 24-25, 2000 – District 5  
 September 20-22, 2000 – Boise  
 October 19-20, 2000 – District 6

Consent Calendar. Member Blick made a motion, seconded by Member McHugh, and passed unanimously to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves  
 TB00-49 the repeal of IDAPA 39.01.04, Rules Governing Disadvantaged Business Enterprise Program; the request for consultant services, SH-75, District 4; the Caribou County request for public at-grade crossing, District 5; project delay to fund I-15, Snake River Bridges, District 5; the request to delay FY00 off-system bridge project to fund two FY99 off-system bridge projects in Caribou County, District 5; and a project delay in District 4 to fund the Twin Falls Signal Interconnect System change order; and has received and reviewed the quarterly report on administrative settlements of right-of-way acquisitions, speed minute entry changes, and the ITD internship program report.

1) Repeal of IDAPA 39.01.04, Rules Governing Disadvantaged Business Enterprise Program. New federal regulations effective March 1999 have rendered IDAPA 39.01.04, Rules Governing Disadvantaged Business Enterprise Program obsolete. Because all federal requirements are covered under the new regulations and this program is not required by state law or on ITD state-funded projects, the rule is not needed and staff requested approval to initiate the repeal of IDAPA 39.01.04.

2) Request for Consultant Services, SH-75, District 4. The SH-75, Shoshone North project, key 7698, is scheduled for construction in FY03 at an estimated cost of \$11,250,000. Due to federal requirements for the environmental work, approximately 20 miles of roadway needs to be added to the environmental tasks on this project. In January 2000, Sverdrup Civil, Inc., was selected for this project. The negotiated consultant cost to perform this work is \$2 million. Staff has identified the funding source and requested Board approval to execute a

professional service agreement with Sverdrup Civil, Inc. for \$2,000,000 for the SH-75, Shoshone North, project.

3) Caribou County Request for Public At-grade Crossing, District 5. Caribou County requested to change crossing number 807309H on the Union Pacific Railroad's Pocatello Main Line Track from a private at-grade crossing to a public at-grade crossing. The County is now maintaining the roadway on both sides of the track.

4) Project Delay to Fund I-15, Snake River Bridges, Southbound, District 5. The I-15, Snake River Bridges, Southbound, are eligible to receive Emergency Relief (ER) funds in the amount of \$1.42 million, however ER funds are not currently available. The project is ready for advertisement and is included in the FY00 Program for \$3.15 million. The construction costs have increased from \$4.57 million to \$5 million. Due to the critical function of I-15, staff requested authorization to delay the US-91, Redrock Overpass to Downata project, key 6312, from FY00 to FY01 so that the I-15, Snake River Bridges, Southbound project could be constructed with \$1.85 million in Federal formula funds. If ER funds are received in FY01 for the I-15 project, those funds would be converted to formula funds to partially fund the US-91, Redrock Overpass to Downata project, or if other funds become available at the end of FY00, this project could be considered for advancing.

5) Request to Delay FY00 Off System Bridge Project to Fund Two FY99 Off System Bridge Projects in Caribou County, District 5. Tin Cup Bridge, key 5164, and Blackfoot River Bridge, key 5165, are FY99 Off System Bridge replacement projects. Both projects are companioned and will be let as one contract. Construction funds for these projects were obligated in September 1999 in the amount of \$444,395, however, additional project development work had to be completed before they could be submitted for Plans, Specifications, & Estimate and bidding. The recently completed final engineer's estimates of the cost to replace these bridges exceed the obligated funds by approximately \$100,000, bringing the total construction cost of both projects to \$544,395. The Portneuf River Bridge, key 6028, is also a Caribou County Off System Bridge project scheduled for replacement in FY00 at a construction cost of \$380,000.

District 5, in conjunction with Caribou County, is seeking the Board's approval to delay the Portneuf River Bridge project from FY00 to FY02 and use the released funds to cover the additional cost of the Tin Cup and Blackfoot River Bridges. The Portneuf River Bridge is already shown as delayed in the draft FY01-05 Statewide Transportation Improvement Program (STIP) reviewed by the Board in the June 2000 STIP workshop.

6) Project Delay in District 4 to Fund the Twin Falls Signal Interconnect System Change Order, US-93 and US-30, Key 5531, District 4. The Twin Falls Signal Interconnect project was initially obligated in 1993 for \$905,000. The non-federal match of 20% was split 50% by ITD and the City of Twin Falls. Following advertisement, the bids were rejected; the project was revised, re-advertised in 1996 and awarded to Aztec Electric, Spokane, Washington. Several problems have arisen with the as-constructed system. The old existing cabinets were used at 13 of the 28 locations, and it has been determined that many of the problems with the system's performance can be attributed to the inadequate wiring of the old cabinets. The present

communication system is through conventional telephone service, which requires a high monthly service fee. A radio communication system that is compatible with the existing city-owned system is proposed to replace the expensive telephone system, and should result in increased reliability in communications between the various components and the master controllers and will reduce or eliminate the monthly service fees. The project has incurred current overruns in excess of the 1993 funding levels. The city is willing to participate at their 10% rate per the State/Local Agreement, and staff is requesting approval to delay the SH-75, Basin Creek Bridge project, key 6645, from FY00 to FY02 and use right-of-way funds no longer needed on two other projects to fund the Twin Falls Signal Interconnect System project at \$605,000. The delay of the Basin Creek Bridge project is necessary to meet unforeseen environmental approval delays.

7) Quarterly Administrative Settlements of Right-of-way Acquisitions. During the quarterly period from April 1 through June 30, 22 parcels were processed. Of those, 6, or 27%, were administrative settlements.

8) Speed Minute Entry Changes. District 6 conducted a speed study on SH-32 and recommended changing the speed limit from milepost (MP) 0.0 to MP 18.819 and from MP 19.038 to MP 28.386 from 55 miles-per-hour (mph) to 65 mph. To accommodate the request of the City of Drummond, the existing 55 mph zone through the city limits will be retained.

The speed limit on SH-47 from MP 1.15 to MP 7.3 was increased from 55 MPH to 60 MPH based on a speed study performed by District 6.

In response to a traffic study completed by the District 1 staff, the speed limit on US-2 between MP 27.433 and MP 27.575 within the City of Sandpoint was reduced to 35 mph from 45 mph. The change was a result of the growth in the area and associated conflicts due to pedestrians, approaches, traffic volumes, and a school zone.

9) ITD Internship Program. The Internship Program continues to be an asset to the Department in attaining high quality candidates for mission-critical areas. Three interns completed their schooling and have been placed in permanent, classified positions in ITD since January 2000. Contracts have been established with Idaho State University and Boise State University while work is progressing on the contract with the University of Idaho for the 26 available intern positions. The projected cost for the FY01 agreements is \$543,415.36.

Contract Award Information and Financial Statement. Member McHugh believes the Department receives better bids earlier in the construction season and he encouraged staff to have projects designed, ready for advertisement earlier in the year. He also expressed concern with the financial statement graph indicating the federal aid obligations to date are below the project readiness target. He asked if the target will be reached by the end of the fiscal year.

Director Bower said that staff is looking at ways to accelerate projects and also into why we are below the target. He added that the target line includes all projects, even high priority projects and discretionary funds. He is committed to obligating all available federal funds by October 1 and realizes the importance of meeting this deadline. The consensus of the Board was to accept the contract award information and the monthly financial statement.

ST-7372(624), key 7372 – Oldtown to Priest River Bridge, US-2/SH-57, Bonner County, District 1. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$1,427,913.51.

ST-5778(601), key 7751 – Upper West Branch to Lamb Creek, SH-57, Bonner County, District 1. Low bidder: Interstate Concrete & Asphalt, Sandpoint, Idaho - \$876,566.31.

STM-5120(626), key 7568 – Redeck Priest River Bridge, Bonner County, District 1. Low bidder: N.A. Degerstrom, Inc., Spokane, Washington - \$515,190.90.

STP-84-1(048)0, key 7072 – Garrity Interchange Ramp, Westbound, Nampa, I-84, Canyon County, District 3. Low bidder: Boise Paving & Asphalt Company, Boise, Idaho - \$799,174.67.

IM-15-1(122)16, key 7629 – Deep Creek to Devil Creek, I-15, Oneida County, District 5. Low bidder: MarCon Inc., Nampa, Idaho - \$553,721.63.

ST-2854(610) and ST-2854(604), keys 6958 and 6959 – Malta West and Junction SH-77 to Sublett Road, Malta, SH-77 and SH-81, Cassia County, District 4. Low bidder: Walton Inc., Heyburn, Idaho - \$522,152.35.

ST-2360(613), key 7676 – Banbury to Buhl, US-30, Twin Falls County, District 4. Low bidder: Emery, Inc., Filer, Idaho - \$112,906.82.

ST-3260(610), key 8142 – Mill Road Turnbay, Emmett, SH-52, Gem County, District 3. Low bidder: Universal Construction, Inc., Emmett, Idaho - \$688,895.80.

STM-4110(668), key 8180 – White Bird Bridge, Interior Painting, US-95, Idaho County, District 2. Low bidder: Long Painting Company, Seattle, Washington - \$45,046.

ST-4780(609), ST-4110(670), ST-4110(669), ST-4110(671), ST-4740(601), ST-4110(672), and etc., keys 8192, 8195, 8193, 8196, 8197, 8198, and etc. – Pierce to Grangemont Road, Webb Road to Divided Highway, Grangeville to Concrete Highway, Top of Lewiston Hill to Calf Creek, Winchester Loop, Concrete Highway to Pucket's Corner, and etc., SH-11, US-95, US-95B, SH-14, SH-62, SH-6, SH-9, and SH-7; Clearwater, Nez Perce, Idaho, Latah, and Lewis Counties; District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$1,911,324.85.

ST-5733(603), key 7871 – Twin Lakes Road Turn Lanes, SH-41, Kootenai County, District 1. Low bidder: Glen L. Waddell, Inc., Coeur d'Alene, Idaho - \$358,359.30.

STP-RRP-1400(100), key 5174 – Columbia Road, East of Nampa, Canyon County, District 3. Low bidder: Boise Paving & Asphalt Company, Boise, Idaho - \$377,090.35.

STKP-4658, STKP-4659, and STKP-4660 – keys 8203, 8204, and 8205 – Stanley Yard, Clayton Ranger Station, and Elk Meadows, SH-21 and SH-75, Custer County, District 6. Low bidder: Bannock Paving Company, Pocatello, Idaho - \$182,000.

ST-2360(615), key 8161 – Malad River Bridge to Milepost 216.5, US-30, US-26, and SH-46, Gooding and Twin Falls Counties, District 4. Low bidder: MarCon Inc., Nampa, Idaho - \$420,545.20.

STP-7041(101), key 5412 – Chubbuck Road; Yellowstone to Hiline, Bannock County, District 5. Low bidder: Bannock Paving Company, Pocatello, Idaho - \$1,946,373.70.

STP-0003(115), STP-0003(116), and STP-0003(126), keys 7234, 7235, and 7888 – Ada County Highway District Overlay, Ada County, District 3. Low bidder: Boise Paving & Asphalt Company, Boise, Idaho - \$1,777,879.73.

ST-3220(604) and ST-3220(603), keys 6965 and 6966 – Caldwell Boulevard to Third Street South, Nampa and 11<sup>th</sup> Avenue North to Grant Avenue, Nampa, I-84B, Canyon County, District 3. Low bidder: Idaho Sand & Gravel Company, Nampa, Idaho - \$827,182.70.

ST-6500(618) and ST-6350(637), key 7694 and 7698 – Granite Hill to Palisades and Cow Creek to Rattle Snake Creek Road, US-26 and US-93, Bonneville and Lemhi Counties, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$506,990.30.

STM-4743(607), key 8183 – Nez Perce, East, SH-64, Lewis County, District 2. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the Average Unit Price Report and similar jobs within the District. Comparison of the lone bid received showed the main differences in bid items 405-030A, Plant Mix Pavement, Class II; S911-05A, Shoulder Widening; and S914-05A, Modified Cement Treated Base. Based on the bid review, staff recommends rejecting the bid.

The Financial Statement for the month ending May 2000 indicates federal aid revenues are approximately \$32.7 million under projections and the unrestricted state highway revenues are \$1 million below the forecast. However, the year-to-date projections were adjusted upward this month to more closely reflect the month-to-month patterns of revenue intake. The annual expectation remains the same at \$172.2 million and the Department is on track to meet that goal. Expenditures continue to run at or below budgeted levels for the fiscal year.

Chairman Winder welcomed Representative Pischner to the meeting.

New and Supplemental Professional Agreements Report. Between June 2 and July 3, the Consultant Administration Unit processed \$6,008,261 in new and supplemental agreements. A request for a supplemental agreement for the SH-5, Chatcolate to Rocky Point project was requested to expand the environmental assessment work. Earlier, it was decided to not include this work. Member Miller asked why this environmental work is being reconsidered for inclusion in the project. DE Stokes elaborated on the project, which is in the boundaries of a state park. While working on the design alignment, it was desirable to avoid some environmental and state park issues. However, documentation of these avoidances is required by federal law, so staff now has to analyze and document these avoidances.

Member McClure made a motion to accept the monthly new and supplemental professional agreements report. Member Miller seconded the motion and it passed unopposed.

Quarterly Returned Check Report. During the 4<sup>th</sup> quarter of FY00, \$18,016,232 in checks were received while \$18,574, or .103%, were returned. Collections amounted to \$15,779 for an annualized rate of 86.09%. Vice Chairman Combo asked DAG Bywater to review the Department's collection process and in conjunction with the Financial Services staff, give a presentation to the Board on the returned check process at a future meeting.

Vice Chairman Combo made a motion, seconded by Member McHugh, to accept the quarterly returned check report. The motion passed unopposed.

Board Items. When the meeting agenda was published, an update on the Stanley Airport acquisition was planned. Since then, new developments have occurred and Chairman Winder asked for unanimous consent for the Board to consider action on this item. The Board concurred.

Director Bower provided a brief history of the activities to date for ITD and the U.S. Forest Service to acquire the Stanley Airport from the Stanharrah Corporation. At a recent meeting, the Stanharrah Corporation indicated it would not accept less than \$2.25 million, leaving ITD \$350,000 short. The Corporation initially stated that the Department's deadline for negotiating the transaction was July 15, however, Director Bower had the deadline extended until today because of the Board meeting.

Although Member McHugh questioned whether the airport is worth \$650,000 for transportation purposes, he believes it is an important purchase for the state. He made a motion, seconded by Vice Chairman Combo, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Department, Division of Aeronautics,  
TB00-50 has been operating the Stanley Airport since 1965, and under a lease agreement with the Stanharrah Corporation since the mid 1970s; and

WHEREAS, the Stanharrah Corporation informed the Transportation Department and U.S. Forest Service in 1999 of its desire to sell this Airport; and

WHEREAS, the Transportation Department and U.S. Forest Service have an interest in acquiring the Stanley Airport to ensure continued aviation service to the area and to protect the scenic easement, respectively; and

WHEREAS, the two agencies have held numerous discussions with the Stanharrah Corporation on acquiring this airport; and

WHEREAS, the Transportation Board believes this airstrip is an important part of the state's airport system.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes the purchase of the Stanley Airport in the amount of \$650,000 of FY01 Board unallocated State funds to ensure continued access and availability as part

of the state's airport network, and in conjunction with the U.S. Forest Service's purchase of the conservation easement on the airport and surrounding property.

Member Blick expressed frustration with today's deadline and also that the scenic easement will prevent future development of the land. He believes the airport is an important asset to the community, but he would prefer to see the land stay in private ownership. Member McClure suggested revising the resolution to include approaching the legislature during the next session for funds. He believes this airport is important to the state and he also expressed concern with ITD owning about 73 acres in Stanley that could not be surplused out because it has no value with the easement. Chairman Winder stated that some contact has been made with other state agencies for funding assistance, but it does not appear money is available for this purchase. He added that he had an opportunity to discuss this issue with several legislators, and he would be willing to approach the legislature for funding. Member Miller concurred with Member McClure's recommendation to approach the legislature for support and financial assistance.

Vice Chairman Combo expressed concerns with including language in the current resolution to approach the legislature on this issue. Chairman Winder suggested keeping the two issues separate. Member McClure emphasized the need to be fiscally responsible and questioned the dollar amount when there are other needs in the state, such as improving the highway infrastructure and providing matching funds for the AIR-21 bill. Chairman Winder reminded the group that the Forest Service was originally going to pay \$900,000 for the easement, but has increased its share to \$1.6 million.

Initially, the Board asked the Aeronautics Advisory Board (AAB) for input, although the dollar amount was unknown. Chairman Winder asked AAB Chairman Bill Parish if the \$650,000 amount affects the AAB's position. Although AAB Chairman Parish was not in a position to speak for the entire Board, he believes it would be supportive of this purchase. The AAB would like to preserve the Stanley Airport and believes it is an important part of the state's aviation system.

With Board concurrence, Chairman Winder asked staff to prepare a separate resolution to address seeking financial assistance from the legislature for the Stanley Airport acquisition.

The motion passed unanimously. (See later minute entry.)

Member Blick had a call recently regarding an outdoor advertising sign. Although that issue has been resolved, he asked for a presentation at a future meeting on signs. He would like a better understanding of the sign program and related regulations and guidelines.

Chairman Winder welcomed Senator Riggs to the meeting.

Delegation – Coeur d'Alene Airport Manager Greg Delavan. Mr. Delavan thanked the Board for its time and stated that he is also the President of the Idaho Airport Managers. He elaborated on the economic growth the Coeur d'Alene airport is experiencing, and stated his belief that commercial air service will return to the facility. The Federal Aviation Administration required a number of improvements be made before commercial air service

would be allowed, and Mr. Delavan reported that those improvements have been made. The airport is in the process of completing its master plan update, and one of the next goals is to improve the runway. He believes AIR-21 will provide funding for the runway project, but expressed concern with the local match. Not only is the matching funds a problem for the Coeur d'Alene Airport, but Mr. Delavan said it is a concern for the majority of airport managers statewide, and requested the Board's assistance with this issue.

Chairman Winder acknowledged the concern to identify matching funds and thanked Mr. Delavan for his presentation.

Delegation – Coeur d'Alene Tribe. Kenneth Sherwood elaborated on the public transportation services the Tribe provides to its senior citizens. He expressed concern with the vehicles currently in use, as they are old and some are unsafe, and requested state funding assistance for new vehicles.

Division of Public Transportation grant manager Butch Ragsdale informed the Board that the Coeur d'Alene Tribe did submit a funding application, and he reported that the funding cycle is currently underway. Chairman Winder thanked Messrs. Sherwood and Ragsdale for the information.

Recognition of Jack Coe and Jack McMahon. Chairman Winder thanked Mr. Coe for serving as the FHWA Idaho Division Administrator for 15 years and for his partnership with ITD. The Board members congratulated Mr. Coe on his retirement at the end of this month.

Chairman Winder thanked DAG McMahon for his 22 years of service to the state of Idaho, including the past two years at ITD. He thanked DAG McMahon for the significant changes made at the Department and for the valuable counsel he has provided. The Board members also congratulated DAG McMahon on his retirement at the end of this month.

2001 Legislative IDEA Concept Review. Budget, Policy, and Intergovernmental Relations Manager Mary Detmar reminded the Board that staff is only proposing legislative concepts at this time. Upon Board approval, draft legislation will be prepared and submitted in September. Several clean-up proposals were submitted from the Division of Motor Vehicles, including items relating to commercial vehicle registration, commercial drivers license (CDL), and titling, registration, and dealer licensing activities. Additionally, the Division of Aeronautics is requesting a proposal to retain all interest earned on the state aeronautics fund in that fund, and restricting registration of all aircraft to a calendar year, eliminating the option of "back-registration".

Member Miller asked for clarification on the purpose of temporary CDLs. Motor Vehicle Administrator Morris Detmar responded that this legislation will bring the Department into compliance with the Federal Motor Carrier Safety Regulations, and strengthen Idaho's position. Driver Services Manager Jane Caviness added that temporary CDLs are issued to Class D operators and are valid for six months per year. She stated that very few temporary CDLs are issued statewide, and clarified that only a written test must be completed for a temporary CDL, not a skills test.

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

RES. NO. WHEREAS, the Idaho Governor's Office has requested that State agencies  
TB00-51 submit proposed 2001 legislation to the Division of Financial Management for review and approval; and

WHEREAS, the Idaho Transportation Department Executive Team has approved the "Legislative IDEA Submittal Forms" as to concept and has submitted them to the Transportation Board for concept review approval prior to submission to the Division of Financial Management.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves submittal of the "Legislative IDEA Submittal Forms", as shown as Exhibit 227, which is made a part hereof with like effect, to the Division of Financial Management, and, upon approval, the development by ITD staff of draft legislation to be included as part of the Governor's 2001 legislative package, dependent upon subsequent review and approval by the Transportation Board and the Division of Financial Management.

Modification of Rules 39.03.13, 39.03.16, 39.03.17, and 39.03.19. Port of Entry Manager (POEM) Alan Frew stated the modification to Rule 39.03.16, Rules Governing Oversize Permits for Non-reducible Vehicles and/or Loads clarifies that permits for implements of husbandry used in the furtherance of a business did not apply to farm operations. IDAPA 39.03.17, Rules Governing Permits for Manufactured Home, Modular Buildings and Office Trailers, is being revised to reflect 1999 legislation allowing manufactured homes being transported either prior to first sale at retail or to the initial setup location of the original purchaser not to be registered. IDAPA 39.03.13 and 39.03.19, Rules Governing Overweight Permits and Annual Overlegal Permits, respectively, are being modified to include a new method of weight calculations to reduce the potential overstressing of bridges. POEM Frew said that currently, the formulas in place for determining the weights allowed on bridges for annual and single trip permitted vehicles (non-reducible), have the potential for overstressing the bridges on the state system. He added that three options were proposed and provided to the industry for review and comment.

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

RES. NO. WHEREAS, the Idaho Transportation Board has the authority to approve  
TB00-52 requested changes to Administrative Rules; and

WHEREAS, the Transportation Board finds that the requested changes to the Administrative Rules provide improved clarity to the motor carrier industry regarding operational requirements and provide improved protection to highway infrastructure.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves recommended changes to Administrative Rules as follows:

- IDAPA 39.03.16 – Oversize Permits for Non-reducible Vehicles and/or Loads – Clarifying that overlegal permits required for implements of husbandry used in the furtherance of a business do not apply to farm operations.
- IDAPA 39.03.17 – Permits for Manufactured Homes, Etc. – Clarifying that manufactured homes are to be registered except new manufactured homes transported either prior to the first retail sale or to the initial setup location of the original purchaser; and
- IDAPA 39.03.13 – Overweight Permits and IDAPA 39.03.19 – Annual Special Permits – Based on input from public hearings, public comments, and staff, change the weight limits for non-reducible loads/equipment to be operated on state highways. These route limits are to be based on bridge postings and weight factors. Red = posted bridges, Yellow = 560 factor, Orange = 600 factor, Green = 640 factor, Blue = 675 factor, Purple = 755 factor, and Black = 825 factor; and

*BE IT FURTHER RESOLVED*, that the Transportation Board directs staff to promulgate regular rule-making to make those changes as outlined above.

Changes to Administrative Rule 39.03.47, Gating of Highways. The Department is required by Idaho Code to certify the improved road mileage of the counties and highway districts annually. The Local Road Inventory program gathers and reports the mileage and condition of these roads and evaluates whether each road meets the criteria for being considered “improved”, according to Gary Sanderson, Planning Services Manager. The resulting certification is used for the distribution of highway funds. Previously, when ITD personnel encountered a gate on a roadway, they could not consider the roadway beyond the gate as improved. Legislation was enacted to eliminate the restriction against gates and the public roadways behind them, so staff proposed revising IDAPA 39.03.47 to reflect that change.

Member Sweeney questioned the purpose of gating a public roadway. Mr. Sanderson responded that portions of local roads may be closed seasonally to prevent damage to the roadway, to protect threatened species and their habitat, to reduce runoff problems to watersheds, and because high water may make the road impassable. He also clarified that the local entities are informed of the Local Road Inventory personnel’s schedule and if a roadway is gated, the local jurisdiction is responsible for providing the Department with the necessary information.

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

RES. NO.      WHEREAS, the Idaho State Legislature in 2000 passed Senate Bill 1408,  
TB00-53      repealing Section 40-2320 of Idaho Code which prohibited gates on public  
                 highways; and

WHEREAS, Section 200 of IDAPA 39.03.47, Rules Governing Certification of Local Improved Road Mileage, references the repealed section of Idaho Code and discusses the Idaho Transportation Department’s implementation of the gated road issues; and

WHEREAS, this reference creates a conflict in the Administrative Rule.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves for submittal the rule-making which revises IDAPA 39.03.47, Rules Governing Certification of Local Improved Road Mileage, by removing the conflicting section and making minor formatting changes.

Rule 39.03.42, Rules Governing Use of State Right-of-Way. Steve Holland reported that this rule establishes the standards and procedures for highway right-of-way encroachments on the state highway system. Proposed modifications to the rule include increased fees to cover the costs of producing the permit and administering the program; the addition of permit requirements for utilities and temporary encroachments; modification of the appeals process to meet the requirements of the Idaho Administrative Procedures Act; and clarification of access control type based on functional classification of the state highway system. The rule-making proposal coincides with the recently-approved Access Management: Standards and Procedures for Highway Right-of-Way Encroachments document.

Mr. Holland also reported that as a follow-up to last month's discussion on prohibition of motor-powered racing and snowmobile races and tours on the state highway right-of-way, those activities were removed from the Access Management document. Those activities are included in the policy on Special Events on Highways and in Idaho Code.

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

RES. NO. WHEREAS, Idaho Code Sections 40-310(9), 40-311(1), 40-312, 40-313(2), 40-  
TB00-54 321, 40-2319, 49-202(19), (20), (23), and (28), and 49-221 give the authority to control use of state highway system right-of-way; and

WHEREAS, the Idaho Transportation Department "Access Management: Standards and Procedures for Highway Right-of-Way Encroachments", formerly titled "Right-of-Way Use Policy", October 1982, is used exclusively to manage encroachments within the right-of-way on the state highway system and the Idaho Transportation Board has been given authority to control access to the state highway system under the aforementioned sections of Idaho Code; and

WHEREAS, the Transportation Department "Access Management: Standards and Procedures for Highway Right-of-way Encroachments", June 2000 draft was reviewed by the Transportation Department, the Federal Highway Administration, local highway jurisdictions, and utilities within the State of Idaho, and approved by the Idaho Transportation Board in June, 2000. The major elements of the "Access Management: Standards and Procedures for Highway Right-of-Way Encroachments" have been incorporated into the IDAPA 39.03.42.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves the IDAPA 39.03.42, July 2000 draft and authorizes the Transportation Department to proceed with rule-making.

Adoption of Revision and Exception to Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD provides uniform standards for signs, signals, markings, and devices placed on, over, or adjacent to streets or highways and is incorporated by reference in IDAPA 39.03.41, Rules Governing Traffic Control Devices. Revisions are made to the manual periodically that must be adopted by the Board per Idaho Code, according to Mr. Holland. Revisions were made to the manual in January. Additionally, staff is requesting an exception to allow multi-colored Scenic Byway signs on the state highway system. Mr. Holland reported that Mr. Coe has approved the multi-colored Scenic Byway sign format, and clarified that the Scenic Byway Committee will be involved in implementing this change.

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

RES. NO. WHEREAS, the Idaho Transportation Board is directed by Idaho Code 49-201 to  
TB00-55 adopt a manual on uniform traffic control devices that shall correlate with, and so far as possible, conform to the system set forth in the most recent edition of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and other standards issued or endorsed by the Federal Highway Administrator; and

WHEREAS, Idaho Code 49-209, directs local authorities in their respective jurisdictions to place and maintain traffic-control devices upon highways under their jurisdiction as they may deem necessary to indicate and to carry out the provisions of this title, or local traffic ordinances, or to regulate, warn or guide traffic and are further directed that all traffic-control devices erected shall conform to the state manual and specifications referred to in 49-201, Idaho Code; and

WHEREAS, an exception to the MUTCD has been identified and approved by the Transportation Board; and

WHEREAS, the adoption of the latest revision to the MUTCD has been identified as being important for the safety of the traveling public and the general populace of the State of Idaho; and

WHEREAS, the adoption of the latest revision and exception to the MUTCD has been identified as being important for legal and proper placement of traffic control devices upon the highways within the State of Idaho; and

WHEREAS, the Traffic Section recommends approval of the latest revision and exception to the MUTCD; and

WHEREAS, in order to enforce revisions to the MUTCD, it is necessary that those revisions and exceptions are incorporated by reference in IDAPA 39.03.41, Rules Governing Traffic Control Devices.

*NOW THEREFORE BE IT RESOLVED*, that the Manual on Uniform Traffic Control Devices Revision Seven (7) dated January 3, 2000 and Exception Seven (7) dated July 19, 2000 are hereby adopted without exception by the Idaho Transportation Board eliminating the need for exception number three (3) that was adopted by the Idaho Transportation Board on May 16, 1990; and

*BE IT FURTHER RESOLVED*, that the amended rule IDAPA 39.03.41, Rules Governing Traffic Control Devices, be revised to incorporate by reference all revisions through and including Revision Seven (7) dated January 3, 2000 and exceptions one (1), two (2), and four (4) through seven (7) with the elimination of the current exception number three (3) dated May 16, 1990 and the addition of the new exception seven (7) dated July 19, 2000, to be submitted to the Department of Administration, Administrative Rules Division for promulgation.

Right-of-Way Use Permit – Utilities, on Interstate Right-of-Way. The City of Pocatello requested the use of interstate right-of-way to accommodate a 20-inch pressurized sanitary sewer line at the US-91/I-86 Interchange in Chubbuck. The City reviewed several alternatives to avoid this encroachment, but because of the disturbance of congested paved roads, interference with high volume business traffic, and disruption of other utilities, the use of the interstate right-of-way was determined to be the preferred alternative. Additionally, a savings of approximately \$65,000 would be realized if this location were used. CE Ross reported that the line would be placed at the edge of the existing right-of-way line and would not be in a location that would interfere with any future widening of the interchange onramp or structure. If approved, the permit would require the City to relocate the existing chain link fence ten feet to the north of the existing location; preserve the existing landscaping or replace in-kind any that would be destroyed; and maintain the landscaping behind the fence indefinitely.

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

RES. NO. WHEREAS, the City of Pocatello has requested the use of interstate right-of-way  
TB00-56 to accommodate a pressurized sanitary sewer line at the eastbound onramp of  
Interchange #61, on I-86; and

WHEREAS, interstate right-of-way is fully controlled access; and

WHEREAS, alternate utility corridors have been studied and reviewed and the interstate right-of-way is determined to be the preferred alternate; and

WHEREAS, granting the use of the interstate right-of-way would not interfere with any future widening of the interchange; and

WHEREAS, the Idaho Transportation Department's District 5 has received approval from the FHWA to allow the encroachment on the fully controlled access at Interchange #61.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves and authorizes an ITD Utilities Encroachment Permit to allow the City of Pocatello to install the pressurized sanitary sewer line adjacent to the interstate right-of-way line at Interchange #61, on I-86.

Vice Chairman Combo asked if the safety of a pressurized sewer line in the right-of-way and the impacts if the line would rupture were considered. CE Ross does not believe the pressurized line was considered a serious issue nor given much consideration. He stated that the Department's concerns were safety and convenience. Chairman Winder asked if the permit includes a hold harmless clause. CE Ross believes a hold harmless clause is included, but will confirm that language.

The motion passed unanimously.

Consultant Services, I-15, Clark Street Overpass, Key 7120, Pocatello, District 5. The I-15, Clark Street Overpass project, scheduled in FY04, was programmed for consultant preliminary engineering (PE) because staff did not believe the resources would be available to design the project. The District scheduled \$1 million in PE to cover anticipated costs, with construction estimated at \$5 million and \$2 million for the bridge and roadway work, respectively. Since then, the Bridge Section has identified internal resources to design the bridges, so staff is requesting consultant services for the roadway design work.

CE Ross reported that staff contacted CH2M Hill in January to perform the roadway design portion of the Clark Street Overpass, including all roadway plans, all materials reports, and preparation of the bridge submittal for ITD. The District estimated the cost of the tasks at \$250,000. During the negotiation process, it became apparent that staff had underestimated the cost of the roadway development. The revised estimate is \$450,000, which exceeds the limit set for a single work task.

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

RES. NO.      WHEREAS, the I-15, Clark Street Overpass Project, key #7120, scheduled in  
TB00-57      FY04, is of regional and statewide importance; and

WHEREAS, ITD District 5 Design does not currently have the resources available to perform the roadway work in the District; and

WHEREAS, the ITD Bridge Section currently has the resources available to perform the bridge design work which was originally anticipated to be performed by a consultant; and

WHEREAS, CH2M Hill, the selected consultant design firm, has previous knowledge of the project site due to having performed work on an adjacent project; and

WHEREAS, CH2M Hill has internal resources to perform the expected work with very little outside resources being required; and

WHEREAS, during the negotiation process it became apparent that the District had underestimated the cost of roadway development; and

WHEREAS, final negotiations with CH2M Hill exceeded the \$250,000 limit set by Board Policy B-06-08 – Item (4); and

WHEREAS, the negotiated amount is less than the programmed consultant preliminary engineering amount due to the ITD staffing availability issues; and

WHEREAS, the District has programmed \$1,010,000 in consultant preliminary engineering in the current Highway Development Program to cover anticipated design costs.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves and authorizes allocation of \$450,000 for an agreement for CH2M Hill to perform design services for the above referenced project to ensure that the project is delivered for contract award in a timely manner.

Contract Awards. The low bid on STP-BRF-6450(103) and STP-BRF-6450(104), keys 5697 and 5698 – Lemhi River Bridge 12 miles Southeast of Salmon and Mulkey Slough Bridge Southeast of Salmon, SH-28, Lemhi County, District 6, was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the Average Unit Price Report and past bidding history of projects of similar nature for standard items, however, it did not adequately reflect the remote location of the jobsite. The main differences between the engineer's estimate and the low bid were in 502-500A, Prestressed Box Beam and Z629-A, Mobilization. Staff does not believe the engineer's estimate adequately reflected the cost of hauling the box beams from the supplier to the jobsite on the first item. Again, the remoteness of the jobsite was not reflected sufficiently, as the bidder recognized that few suppliers, laborers or support services were close to the project location. Based on the review of the bids, the District recommends awarding the contract.

Member McHugh made a motion to approve the contract for STP-BRF-6450(103) and STP-BRF-6450(104), keys 5697 and 5698, to the low bidder: Coleman Construction, Inc., Leadore, Idaho - \$1,024,763.84. Member McClure seconded the motion and it passed unopposed.

The low bid on ST-5110(635), key 6605 – Sagle to Sandpoint, US-95, Bonner County, District 1, was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the Average Unit Price Report, however, no adjustment was made for night work, length of haul, or political atmosphere on the project due to odor, inconvenience, and residential opposition to night work. The plant mix aggregate price constituted the majority of the cost overage. Staff recommends awarding the contract.

Member McHugh made a motion to approve the contract for ST-5110(635), key 6605, to the low bidder: Interstate Concrete & Asphalt, Sandpoint, Idaho - \$2,171,046.72. Member Sweeney seconded the motion and it passed unopposed.

The low bid on STP-5767(100), key 7618 – Wallace Bike Path, Shoshone County, District 1, was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the Average Unit Price Report. The major difference in the low bid and the engineer's estimate was mobilization, and staff most likely did not take into account the small project. Because the District does not believe re-bidding the project would be advantageous and because the City of Wallace is willing to pay the overage amount and would like to have the project built by mid August, staff recommends awarding the project.

Member Sweeney made a motion to approve the contract for STP-5767(100), key 7618, to the low bidder: Zanetti Brothers, Inc., Osburn, Idaho - \$32,355.23. Member Miller seconded the motion and it passed unanimously.

Director's Items. Director Bower reported that he had an opportunity to call the Stanharrah Corporation attorney this morning following the Board's action on purchasing the Stanley Airport. The attorney appeared satisfied with the Board's decision and a meeting will be held next week to pursue finalizing this transaction.

The monthly update letters that the District Engineers (DEs) prepare for the Board and the Board's previous discussions on whether those letters should be sent to legislators was considered by staff. Director Bower reported that staff does not recommend forwarding those letters to legislators, partly because staff believes the legislators are inundated with reading material. Additionally, the Department has established an excellent website with a wide array of information. He suggested notifying the legislators of the internet address, informing them of the data available electronically, and reminding them who their respective Board member and DE are and encouraging the legislators to communicate with them. The Board had no objection.

The recent Congressional proposal to eliminate the federal fuel tax has been defeated by the Senate, according to Director Bower. He added that the issue might resurface in the future.

Director Bower reported that the Governor is working on a state strategic plan. The plan will be a broad vision statement. Director Bower is working with other state agency directors on a portion of the plan.

Director Bower recently attended a meeting on the Teton Trail Pass project. Work is progressing on the environmental impact document and should be available for comment soon.

The dedication ceremony for the Mesa Falls Visitor Center has been postponed indefinitely.

The Executive Team is planning a symposium to look at the future of transportation, not only as it impacts ITD, but also the state, nation, and the world. Director Bower believes the

planning team established to coordinate this symposium has developed an excellent agenda, and he encouraged the Board members to attend this event in Boise in August.

Executive Session on Legal Issues, Section 67-2345(1)(f), Idaho Code. At 12 noon, Member Miller made a motion, seconded by Member McClure, to meet in executive session to discuss pending litigation issues. The motion passed unanimously.

The Board came out of executive session at 1:20 PM. No decisions were made.

Bike Path Along SH-200, District 1. In response to an earlier request by Steve Klatt of Bonner County for matching funds for a Scenic Byway application to design a bicycle path along a portion of SH-200, staff examined funding alternatives. District 1 Senior Transportation Planner Carole Richardson reported that several concerns with a 4-mile separated pathway were identified. Because there are no designated bicycle lanes or paths on either side of this 4-mile segment, construction of this pathway would be a short, stand-alone section along a rural portion of the highway, with no formal bicycle accommodation from the urban areas to this separated pathway. The Adventure Cycling Association in Missoula, Montana, a non-profit group emphasizing cross-country cycling, has designated SH-200 as part of the Northern Tier Transamerica Bicycle Route. Generally, bicyclists traveling along SH-200 in rural areas are experienced cyclists accustomed to riding with vehicular traffic. Separated pathways may be better located near urban centers where less-seasoned community users are more commonly observed.

Ms. Richardson also believes that unified support within the community for a pathway should be demonstrated before proceeding. North Idaho Bikeways has been the lead organization for pathway planning in Bonner County, and should be included in the planning effort for SH-200. Additionally, there are significant concerns related to the construction cost of this endeavor, even though the project would qualify for Scenic Byway funding. Due to complicated geotechnical and structural challenges, staff estimates the cost to construct the proposed 4-mile separated pathway at approximately \$8 to \$10 million. In conclusion, Ms. Richardson discouraged pursuing funding the 4-mile bicycle path along SH-200 at this time, but, instead, to work with the project proponents on developing an overall pathway plan.

Chairman Winder thanked Ms. Richardson for the report.

"Bridging the Valley" Railroad Consolidation Study, District 1. The Washington State Department of Transportation (DOT) and the Spokane Regional Transportation Council (SRTC) have asked ITD to partner with them in a railroad consolidation study, according to Ms. Richardson. The study will examine the feasibility of combining the Burlington Northern Santa Fe and the Union Pacific main lines, currently running east-west, paralleling each other, into one corridor through the Spokane Valley and Kootenai County. The study was originally conceived to alleviate the significant congestion, delays, and air quality problems found at crossings in the Spokane Valley. However, the two rail lines cross in Spokane and again in Athol, which are logical termini for the study.

In addition to the potential for eliminating at-grade crossings, consolidation would also eliminate a troublesome separated crossing adjacent to the junction of US-95 and SH-53. This intersection will likely need future realignment, but the close proximity of the existing line makes design and construction difficult and costly. Ms. Richardson emphasized that the study would include significant public involvement. CH2M Hill has been selected to complete the study and contract negotiations are underway. Both railroad companies will serve on the stakeholder committee overseeing the study.

Ms. Richardson said ITD has been asked to contribute \$100,000 for this \$400,000 study. The Washington DOT is providing \$200,000 and the SRTC will contribute \$100,000. She added that 60% of the study's affected at-grade crossings are on Idaho's roadways.

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

RES. NO. WHEREAS, the Washington State Department of Transportation and the Spokane  
TB00-58 Regional Transportation Council have requested an interstate partnership with the  
Idaho Transportation Department to study the feasibility of railroad consolidation  
through the Spokane Valley, Washington, and Kootenai County, Idaho; and

WHEREAS, the study could result in elimination of 39 at-grade main line rail  
crossings in Idaho, thereby enhancing the safety and efficiency of Idaho's  
roadway system; and

WHEREAS, the potential for railroad consolidation has significant regional  
planning advantages, including prevention of future congestion and delays at rail  
crossings through growing urban areas in Kootenai County; and

WHEREAS, elimination of the existing rail line at the junction of SH-53 and US-  
95 will result in future cost savings when developing improvements at this  
intersection; and

WHEREAS, there are sufficient funds available in FY01 of the State-Funded  
Board Un-Allocated account to fund the proposed partnership.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board  
approves a project for \$100,000 of Board Un-Allocated Funds in FY01 of the  
State-Funded Highway Development Program in support of the "Bridging the  
Valley" Railroad Consolidation Study sponsored by the Spokane Regional  
Transportation Council.

Coeur d'Alene Lake Drive Property Disposal. DE Stokes provided a history of Coeur  
d'Alene Lake Drive and emphasized the enhancements to the area that resulted through the  
partnership of ITD and the Idaho Department of Parks and Recreation (IDPR). An agreement  
between the two agencies for the maintenance of the pedestrian trail facility was established,  
along with language that specified that the current right-of-ways are to be preserved and retained.  
Part of the original intent was to preserve public access to the lake shoreline.

DE Stokes reported that a request has been received for disposal of a portion of highway right-of-way along Coeur d'Alene Lake Drive. The property is located on the lakeside of Coeur d'Alene Lake Drive and has fencing and other improvements associated with a residence. The encroachments are currently covered in a terminable rental agreement. Wilmath Smith has requested full disposal and relinquishment of the affected portion of right-of-way.

Member Sweeney asked if IDPR has responded to Ms. Smith's request. DE Stokes responded that the IDPR area manager submitted a letter discouraging the right-of-way relinquishment or any change in ownership. He does not know if this issue has been presented to the IDPR Board.

Ed Wroe, attorney representing Ms. Smith, thanked the Board for the meeting and expressed appreciation to DE Stokes and his staff for the cooperation and assistance they have provided. Ms. Smith is in the process of selling her property, which she bought in 1979, but has concerns with items in the encroachment. The property in question is on the inland side of the property versus along the lake. He does not believe the Board would be setting a precedent by relinquishing this right-of-way, as there are very few parcels with these circumstances. Mr. Wroe also expressed doubt that ITD would need this right-of-way in the future for widening or other improvements. He concluded by stating that the property owner understands that this right-of-way would have to be purchased.

Chairman Winder thanked Mr. Wroe for his comments and asked the Department's legal staff to work with Mr. Wroe on this request. He asked that the history and IDPR's comments be included in the information brought back to the Board. Member McHugh suggested considering a permanent license or lease.

Randall Butt, parkway manager for IDPR, said the IDPR Board meets quarterly, and may not be able to address this issue until November. Recreational use is IDPR's main concern and he added that they cannot predict the future on whether that right-of-way will be needed. He stressed that the relinquishment of right-of-way along the Coeur d'Alene Lake Drive is a concern. In response to Member McHugh's question if IDPR has plans for this property, Mr. Butt responded not at this time. He again reiterated that he does not know if it will be needed in the future, but he does not want to compromise any future opportunities. He also stated that IDPR's mission and goals are different than ITD's.

Chairman Winder thanked the various parties for attending the meeting and providing comments.

Chief Engineer's Items. Staff is ready to go to contract for the wetland mitigation work on the US-95, Belgrove to Mica project, according to CE Ross. However, the current STIP does not include a specific project for this work, so Board concurrence is requested to fund the wetland mitigation work and revise the STIP to include this project in FY00. CE Ross elaborated that the intent has always been to include this work as part of the project, and is included in the construction project programmed in FY01. DE Stokes added that the project, estimated at \$1.4 million, mitigates wetlands for the entire 20-mile stretch of the US-95 Worley to Mica project, and funding the wetland mitigation work at this time would help accelerate the

project. Director Bower stated that the Belgrove to Mica project is a high priority project, and \$1.4 million could be moved from FY01 high priority projects into FY00 for the wetlands mitigation work without taking away from other projects or limiting the Department's obligation authority in any other area.

Vice Chairman Combo made a motion to approve \$1.4 million to fund the wetland mitigation work on the US-95, Belgrove to Mica project in FY00 and to revise the STIP accordingly. Member McHugh seconded the motion and it passed unopposed.

CE Ross also reported that staff is continuing its efforts with Clearwater County to fund the Freeman Creek project. The Department needs a set of plans before any money can be provided. The County has been asked to submit the plans to ITD by September 1. Joe Haynes, Local Highway Technical Assistance Council (LHTAC) Administrator, has also been assisting staff on this project, and following a balancing meeting next month, staff should know if STP funds will be available.

Stanley Airport, Revisited. Member Blick made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Department, Division of Aeronautics,  
TB00-59 has been operating the Stanley Airport since 1965, and under a lease agreement with the Stanharrah Corporation since the mid 1970s; and

WHEREAS, the Stanharrah Corporation desires to sell the Stanley Airport to the Idaho Transportation Department and the U.S. Forest Service for a total sum of \$2.25 million; and

WHEREAS, the U.S. Forest Service has offered to contribute \$1.6 million to the cost of acquisition of the Stanley Airport; and

WHEREAS, the Idaho Transportation Board has this day adopted a resolution, pursuant to Idaho Code, Section 21-142(5), determining that the Stanley Airport and the abutting property is necessary for present and future aeronautical purposes and has authorized the expenditure of \$650,000 to purchase the Stanley Airport; and

WHEREAS, the benefits of this purchase extend beyond solely aeronautical purposes and include benefits to other state agencies, the local community, and the public at large.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board hereby directs the Chairman and Director to request the executive and legislative branches that partial funding for acquisition of the Stanley Airport be provided to reimburse the Idaho Transportation Department for such portion of the cost of the acquisition price as they may deem to have benefited the State of Idaho and the public at large.

Legal Issues. Member Blick made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the staff of the Idaho Transportation Department, in a mediation  
TB00-60 conducted by District Judge Randy Smith, has received an offer to settle the case of State v. Winey for \$376,000, plus costs and attorney fees of \$50,000; and

WHEREAS, this total settlement in the amount of \$426,000 is just compensation for the property taken for right-of-way acquisition in the US-95 project in Boundary County.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board hereby approves a settlement in the amount of \$426,000 as just compensation for acquisition of the real property taken and/or damaged in the case of State v. Winey.

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

RES. NO. WHEREAS, the staff of the Idaho Transportation Department has received an  
TB00-61 offer to settle the case of State v. Hedberg for \$100,000, plus costs and attorney fees of \$50,000; and

WHEREAS, this total settlement in the amount of \$150,000 is just compensation for the property taken for right-of-way acquisition in the SH-69, Kuna to Meridian project in Ada County.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board hereby approves a settlement in the amount of \$150,000 as just compensation for acquisition of the real property taken and/or damaged in the case of State v. Hedberg.

Delegation – Post Falls Highway District. Highway District Chairman Lynn Humphreys thanked the Board for considering funding its projects in the draft STIP. He expressed appreciation to the Board for its service to the state, and particularly for the assistance it has provided to the Post Falls Highway District. He encouraged the Board to approve the Highway District's projects as proposed in the draft STIP. In conclusion, he thanked Member McHugh for his assistance and stated that he has enjoyed working with Member McHugh.

Chairman Winder thanked Highway District Chairman Humphreys for his kind remarks.

Old/New Business. Dick Jacobson, representing CH2M Hill, was asked to provide an update on the US-95, Worley to Mica project. He reported that the environmental assessment has been completed and a public hearing was held last month. Those comments are being reviewed now, and although preliminary, it appears that overall, there is a lot of support for this project. Construction is expected to begin next summer on phase 1. The three phases are expected to be constructed in two-year intervals. A video presentation of the project was viewed.

In response to Member McHugh's question if the Worley Highway District has agreed to assume jurisdiction of the old alignment once the project is complete, Mr. Jacobson replied that the Highway District would assume control of portions of the old highway where the access is needed. The other segments will be obliterated.

The Board has held several discussions during the past year on the need to consider bypassing small towns when four-lane highways are constructed. Member McHugh asked if a Worley alternate route was considered. Mr. Jacobson responded that an alternate route was one of the options considered, but due to impacts of a nearby creek and railroad, it was determined that an alternate route was not practical. DE Stokes added that an alternate route was not given considerable deliberation because the City of Worley was opposed to that option. Member Sweeney named several small towns in District 2 that were bypassed. He firmly believes that alternate routes facilitate traffic movement and he supports alternate routes whenever feasible.

Matt Drechsel, property owner near Worley, also expressed support for a Worley bypass to alleviate safety concerns for the school children crossing US-95, to move traffic more efficiently, and to prevent the major highway from traversing right by businesses' front doors. He also expressed concern with moving farm equipment across US-95 and the plans to take prime agricultural land for the proposed project. His property is impacted by the highway project and he reported that the loss of farmland would be a hardship for him, as well as other area property owners. In conclusion, he expressed appreciation to the consultant and District staff for their assistance and communication, and stressed the importance of improving safety.

Member Blick is supportive of not taking prime farmland and not cutting up property and leaving small remnants that are difficult to farm. He asked if other options were considered that would not impact Mr. Drechsel to this degree. DE Stokes said a number of alignments were considered and staff has been working aggressively with the stakeholders. Mr. Jacobson added that all of the alternatives basically impacted the same amount of agricultural land.

Representative Pischner stressed the importance of the US-95, Mica to Belgrove project. Although he is pleased with the progress to date, he would like to see the project expedited. He complimented the District staff for its efforts on this vital project, as it has been a huge undertaking. Currently, the first phase of the project begins at Mica and ends at Fighting Creek, approximately three miles from Belgrove. He asked that consideration be given to extending the first phase all of the way to Belgrove.

DE Stokes reported that a logical termini was looked at for each phase, along with costs, but that he would revisit the location of the first phase. He also stressed that the project is progressing well and he would not like to see any delays. He reiterated that all of the routes considered have some concerns and issues that need to be addressed. Because the environmental process is based on logical termini, Director Bower believes making any changes will impact the project.

The consensus of the Board was to have staff look into the feasibility of a Worley alternate route and present those impacts at next month's meeting. Additionally, the extension of phase one to Belgrove should be considered.

In other business, Director Bower reported that the Greenhorn Gulch Bridge project and related road work on SH-75 near Ketchum is a viable project. The environmental document covers the scope of the project. The Blaine County Commissioners support the project. However, the City of Ketchum opposes the project, as it would like a full environmental document of the corridor completed first, and has indicated it may file an injunction if we proceed with the project.

Chairman Winder asked what the impact would be if only the bridge work is completed at this time. Director Bower said that a different grade line would result, the intersection would not line up, and the pedestrian/bicycle path underpass may not be constructed. Safety and capacity would be affected. The Board instructed Director Bower to proceed as he deems most appropriate.

WHEREUPON the meeting recessed at 3:50 PM.

July 20, 2000

The Transportation Board meeting reconvened at 8 AM on Thursday, July 20 at Coeur d'Alene, Idaho. All members were present. The group departed north on US-95.

Senator Shawn Keough and Representative Jerry Stoicheff joined the group in Sandpoint before it traveled a portion of SH-200 east, then returned to Sandpoint.

Delegation – City of Sandpoint. Planning Director Kevin Klegg welcomed the Board members to Sandpoint and thanked them for visiting the area. Mr. Klegg thanked the Department for completing the environmental document for the US-95, Sandpoint North and South project and for proceeding with this important project. He also expressed appreciation for the opportunity to be involved in the selection of the design consultant and for the partnership ITD has extended. Mr. Klegg relayed the great cooperation the city has with ITD on the 5<sup>th</sup> Avenue improvement project. A community development block grant has been received for the project, which includes enhancements such as sidewalks and decorative lighting. In conclusion, he stated that a group has been organized to address various transportation issues such as traffic movement and parking. This group will be involved in planning and will provide assistance to the Department on transportation matters.

Delegation – City of Ponderay. City Councilman Dale Daugharty encouraged the Board to advance the Kootenai Cutoff Road project. The road is essential to the commercial hub of the area and the high traffic volume on Kootenai Cutoff needs to be addressed. He added that a lot of development is planned in the area and he requested the Board's assistance to address the infrastructure needs. DE Stokes reported that the design has not been completed for the Kootenai Cutoff Road improvements, and suggested that design work be accelerated. Mr. Haynes added that he has been working with the city on this project. Engineering funds are programmed in FY00, and the project is scheduled for construction in Preliminary Development, but consideration will be given to advancing the project if possible.

July 20, 2000

Delegation – Ponderay Community Development Council (PCDC). PCDC representative Ray DeLay told the Board that this group of businesses was organized to address various issues, including transportation, and to help facilitate the economic development and growth the area is experiencing. Union Pacific's proposal to close the Diamond Crossing is of great concern to the PCDC because of the negative impact that action will have on businesses due to access closures. He also stated that plans to widen US-95 in that vicinity will also impact access and he asked for consideration when those plans are being developed. Lastly, he said that truck routes should be considered, as he believes trucks should be separated from the other traffic.

DE Stokes stated that he is aware that the railroad crossing closure will result in access concerns and he has been working with the impacted parties on access as part of the US-95 widening project.

Delegation – Hope/Clark Fork Chamber of Commerce. Steve Klatt thanked the District staff for the cooperation and assistance it has provided, and stated the Chamber is working on ways to attract more visitors to the area. Although staff did not recommend pursuing funding for a bike path along a portion of SH-200 at this time, he is interested in developing a bicycle plan for the area and revisiting this issue in the future. Mr. Klatt is developing a transportation planning process that will identify and address the various local entities' issues.

Member McHugh reported that the Board has approved multi-colored Scenic Byway signs. Mr. Klatt thanked the Board for that change. Chairman Winder thanked Mr. Klatt for the cooperative work and assistance he has provided the Department. He emphasized the importance of the planning process and prioritizing projects.

Delegation – Bonner County Area Transportation Team (BCATT). BCATT Chairman Brian Orr welcomed the Board to Bonner County. Some of the issues the Team is addressing include access, aesthetics, and pedestrian paths. BCATT's priorities include the 5<sup>th</sup> Avenue project in Sandpoint, US-95 through Ponderay, and US-2 in the Dover area. Mr. Orr thanked the Board for recent improvements to the highways in the County and the commitment of funds the Board has provided to northern Idaho. He also expressed appreciation for the partnership on the US-95, Sandpoint North and South project, by involving the community in the consultant selection process. He is pleased that the record of decision has been received and that the project is progressing well. Mr. Orr also thanked Mr. Coe for all of the assistance he provided on this project and congratulated him on his upcoming retirement. In conclusion, Mr. Orr said the City of Oldtown is proposing a rest stop on US-2 at the Idaho/Washington state line. Although the rest area is very preliminary at this time, he encouraged the Board to consider this proposal.

Chairman Winder thanked Mr. Orr and the BCATT members for their assistance. Their efforts are very important and beneficial to the Department. Mr. Orr thanked Member McHugh for attending the meetings and the assistance he has provided.

Chairman Winder thanked all of the presenters for their remarks and all of those in attendance for coming to the meeting.

The Board continued its tour north on US-95 to Bonners Ferry.

Delegation – City of Bonners Ferry. Mayor Darrell Kerby reported that the city applied for a pedestrian underpass project through the Enhancement Program, but the project is not being recommended for funding. He asked the Board to reconsider this project request because of the safety concerns with pedestrians crossing US-95. He said the City has a good relationship with the Tribe and the two entities are working together to promote the economy. The underpass from the casino to the downtown area would help with these efforts, and is part of a larger revitalization project downtown. He concluded by thanking the Board for all of the projects it has funded in Boundary County.

Member Sweeney asked if the Tribe has been approached for funding assistance for the pedestrian underpass project. Mayor Kerby responded that the Tribe funded the engineering study needed to submit the application.

Chairman Winder thanked Mayor Kerby for the comments, which will be taken under advisement.

Delegation – Boundary County. County Commission Chair Murrellen Skeen welcomed the Board members to Bonners Ferry and thanked them for visiting Boundary County. Road and Bridge Supervisor Jeff Gutshall said the County last participated in the STP Rural Exchange Program in 1995. Since then, new commissioners and he came on board. At a meeting late last year sponsored by LHTAC, he learned about the Exchange Program and the County Commissioners determined it was in their best interest to participate. Because Boundary County did not participate in the Exchange Program in 1997, special Board permission is required for the County to re-enter the Program. He stressed that the County is interested in and is pursuing planning, and that a pavement management plan has been developed.

Mr. Haynes reiterated that Boundary County was going through a transition period and the personnel were not fully informed on the Exchange Program. He encouraged the Board to give this request due consideration, but also encouraged the County to consider applying for funding through the Local Federal-Aid Incentive Program.

Member McClure asked how the County would use the Exchange Program funds if it were allowed to re-enter the Program. Mr. Gutshall replied that asphalt is a main priority, along with addressing the all-season roads. Spring break-up is also a problem in the County that needs addressing. He added that the County applied for CMAQ funds to help with dust problems. County Commissioner Kevin Lederhos stated that the County focused on chipseal projects for the past 20 to 30 years and now it is committed to base work and surface work to make the roads last longer. Mr. Gutshall also said that bridges are a high priority for the County.

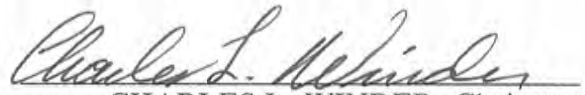
Member McClure asked if the County performs the majority of its work or if it contracts the work out. Commissioner Lederhos said that some work is contracted out, but the majority of work is done with County forces.

Chairman Winder directed staff to review Boundary County's request to participate in the STP-Rural Exchange Program and prepare a recommendation for the Board's consideration. He thanked the local officials for the comments.

Ribbon-Cutting Ceremony, US-95, Bonners Ferry North Hill Project. The Board participated in the ribbon-cutting ceremony for the Bonners Ferry North Hill project. DE Stokes praised the local community's support for the project and Kiewit Construction for the excellent work on the project, which although not completely finished, is ahead of schedule. Chairman Winder reiterated the Board's continued support to improve US-95, and Director Bower congratulated the District staff for its work on this important and difficult project. Mayor Kerby thanked the Department for this project, which will greatly improve safety, and in conclusion, County Commission Chair Skeen said she believes the project will be a great asset to the community.

The Board departed Bonners Ferry south on US-95. It traveled west on US-2 to Oldtown and viewed the site of the proposed rest area. Senator Keough and Representative Stoicheff left the tour at this time, and the Board returned to Coeur d'Alene south on SH-41.

WHEREUPON, the regular monthly Board meeting officially adjourned at 4:25 PM.

  
 CHARLES L. WINDER, Chairman  
 Idaho Transportation Board

Read and Approved  
 August 25, 2000  
 Pocatello, Idaho

July 20, 2000

## REGULAR MEETING AND DISTRICT 5 TOUR OF THE IDAHO TRANSPORTATION BOARD

August 24-25, 2000

The Idaho Transportation Board met at 8 AM, on Thursday, August 24, in Pocatello, Idaho. The following principals were present:

- Charles L. Winder, Chairman
- John X. Combo, Vice Chairman – District 6
- John McHugh, Member – District 1
- Monte C. McClure, Member – District 3
- Gary Blick, Member - District 4
- Neil Miller, Member – District 5
- Sue S. Higgins, Secretary to the Board
- Dwight Bower, Director
- Jimmy Ross, Chief Engineer
- Steve Bywater, Deputy Attorney General

Jeff Shinn, Division of Financial Management was also present. The group departed Pocatello south on I-15 and traveled east on US-30.

Delegation – Bear Lake County Airport. Monte Transtrum, Chairman of the Bear Lake County Airport Board, welcomed the Board to Bear Lake County. He reported that usage at the airport has been increasing annually, partly because of the economic development occurring in the area. A rehabilitation project and seal coat are needed on the runway, and the Airport Board would like to get a Federal Aviation Administration approved instrument approach to the airport based on Global Positioning System technology. He will continue working with the Division of Aeronautics staff on these issues. Mr. Transtrum added that the County Commissioners are considering improving the road to the airport.

Chairman Winder thanked Mr. Transtrum for the information.

The tour continued south on US-89 to Logan, Utah. Utah Transportation Commissioners (UTC) Glen Brown, Chairman, and Steve Bodily and Jan Wells and Department of Transportation (UDOT) Director Tom Warne, Deputy Director John Njord, Region One Engineer Ahmad Jaber, and Commission Secretary LeAnn Abegglen joined the Idaho delegation as the tour continued north on US-91 and I-15 to Pocatello. District 5 Engineer (DE) Ed Bala and UDOT Deputy Director Njord outlined their respective plans to improve US-91.

Meeting with UTC and UDOT Staff. Discussion continued on both states' plans to widen US-91. John Terry, consultant with Sverdrup Civil, outlined Idaho's project to widen US-91 from the Utah line approximately eight miles north. Both states have scheduled their US-91 projects in FY03 and staff will continue to coordinate the projects.

DE5 Bala reported on ITD's plans to conduct a corridor study on US-89. He will keep UDOT staff informed of those plans. Director Bower summarized the US-89, Montpelier to Geneva project, and said improvements to the route in Idaho may result in increased traffic on US-89 in Utah, particularly through Logan Canyon. UDOT Director Warne concurred that those improvements may impact traffic patterns in Utah and appreciated knowing of ITD's plans.

Chairman Winder briefly mentioned the recent Coming World of Transportation Symposium that ITD sponsored, which focused on the future of transportation. Alternative fuels are being developed, and he asked if Utah is considering revenue sources other than fuel tax. UDOT Director Warne indicated that the department has not given much thought to the future, but that it is an important issue. He commented on the general funds UDOT receives, then elaborated on the design-build project on I-15 and stated it has been very successful to date. UTC Chairman Brown and UDOT Director Warne also reported on some intelligent transportation system activities in the Salt Lake City area.

Some discussion was held on allowing fiber optics in the interstate right-of-way. UDOT Director Warne offered assistance as ITD deals with this issue. UDOT has not finalized its agreement with the utility company, but the company will provide fiber to the state instead of cash for using the right-of-way. ITD has hired a consultant to look into this issue and determine the best approach for allowing fiber optics in the right-of-way, according to Director Bower.

UTC Chairman Brown said a new tax on car rentals was implemented in Utah. This money is placed in a revolving fund for right-of-way acquisition. The legislation was enacted two or three years ago and has been quite helpful to UDOT. Chairman Winder asked that additional information be sent to ITD on this tax and revolving fund.

Chairman Winder thanked the Utah delegation for its time and for the cooperation ITD has had with UDOT. He believes the meeting was beneficial and encouraged continuing the good relationship and communication that has been established. UTC Chairman Brown thanked the Idaho group for its hospitality and concurred on the importance of working together.

Upon adjournment of the meeting with the UTC, the Board toured the Pocatello Regional Airport. Airport Manager Lenard Nelson provided an overview of the airport and said it has been busy with fire fighting activities. He said the Pocatello Airport is a major alternate for the Salt Lake City airport. Both a master plan for the airport and an overlay of the runway were completed recently. Resurfacing the runway is planned for next summer. The Board also visited the Idaho State University mechanical training vo-tech school and learned about that program.

WHEREUPON the meeting recessed at 5:45 PM.

August 25, 2000

The Transportation Board meeting reconvened at 8:20 AM on Friday, August 25 at the District 5 Office in Pocatello, Idaho with a pre-meeting review of the agenda. All members were present except Member Sweeney.

August 25, 2000

July 19-20, 2000 Board Minutes. Vice Chairman Combo made a motion, seconded by Member Blick, to approve the minutes of the Board meeting held on July 19-20, 2000 as submitted. The motion passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled:  
 September 21-22, 2000 – Boise  
 October 19-20, 2000 – District 6  
 November 16-17, 2000 – Boise  
 December 14-15, 2000 – Boise

Consent Calendar. Member Miller made a motion, seconded by Member McHugh, and passed unanimously to approve the following resolution:

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves  
 TB00-62 revisions to B-18-09, Equal Employment Opportunity/Affirmative Action; the appointment of the Public Transportation Advisory Council member, District 2; the appointment to the Technology Transfer Center Advisory Committee; the Rural Highway Access Control Map; the 2000-2001 Winter Maintenance Standards; and the request for a supplemental agreement, I-184B, District 3; and has received and reviewed the I-84, Locust Grove grade separation project report, District 3; the new and supplemental professional agreements report; the Motor Carrier Audit Unit annual report; and the financial statement.

1) Revisions to Board Policy B-18-09, Equal Employment Opportunity/Affirmative Action (EEO/AA). This policy was revised to reflect a broader scope by expanding it from an affirmative action concept to one that includes equal employment opportunity concepts as well. The previous policy focused solely on affirmative action, which is only one component of EEO/AA. Changes were also made to the corresponding administrative policy.

2) Appointment of Public Transportation Advisory Council (PTAC) Member, District 2. Following extensive recruitment efforts to replace Jerry Schutz on the PTAC, staff recommends the appointment of Bob Bushfield. He will serve the remainder of Mr. Schutz's term, which expires June 2004.

3) Appointment of Technology Transfer (T2) Center Advisory Committee Member. The T2 Center provides support for the Local Technical Assistance Program, which is administered by the University of Idaho through a contract with ITD. The Advisory Committee is balanced among the various organizations that have interest in T2 Center activities, including two members from ITD, Idaho cities, counties, and highway districts, and one each from INEEL, a tribal council, U.S. Forest Service, and FHWA. Tom Nigh of the Worley Highway District is recommended to replace Mark Soderling, Lakes Highway District.

4) Rural Highway Access Control Map. The following changes were recommended to the Rural Highway Access Control Map: change SH-41, milepost (MP) 2.449 (Post Falls) to MP 6.463 (Rathdrum) from Type III to Type IV and change SH-54, MP 7.9 (intersection US-95) to MP 15.132 (Bayview), from Type II to Type IV. Both of the changes are in District 1.

5) 2000-2001 Winter Maintenance Standards. There were no changes recommended to the winter maintenance standards for the 2000-2001 winter season.

6) Request for Supplemental Agreement, I-184B, Wye Interchange, Key 5919, District 3. The Wye Interchange Stage 2 project is programmed for construction in FY01 at a cost of \$23.7 million. The second stage is to be constructed upon completion of Stage 1, which is currently under construction. The original scope of work with MK Centennial Engineers to design Stage 2 specifically omitted the structure design. The ITD Bridge Section intended to complete this design, however, when the schedule for Stage 2 limited the structure design timeframes, it required more intense effort from ITD staff than they could dedicate to one project. Staff requests approval to negotiate and contract a supplemental agreement, estimated at \$350,000, for professional services to provide structural design for the I-184B, Wye Interchange Stage 2 project.

7) I-84, Locust Grove Grade Separation, Key 8048, District 3. Earlier, staff was asked to outline the costs for the Locust Grove overpass project. Ada County Highway District (ACHD) prepared a revised cost estimate for this project of \$4.3 to \$4.7 million. The City of Meridian would also like to widen Locust Grove at the same time the overpass is constructed, which would cost an additional \$4 million for over one mile of roadway. ITD's portion of the overpass project, from touch-down to touch-down, would be \$2.7 million, while the City of Meridian has agreed to contribute \$1.8 million, and ACHD would contribute the remaining funds. The project is scheduled in Preliminary Development in the draft Statewide Transportation Improvement Program. Staff is preparing the intergovernmental agreement for this project.

8) New and Supplemental Professional Agreements Report. Between July 4 and August 4, the Consultant Administration Unit processed \$7,825,613 in new and supplemental agreements.

9) Motor Carrier Audit Unit Annual Report. From July 1982 through June 30, 2000, the auditors completed 13,654 use fee audits, with assessments totaling \$18,762,681. The audit expenses, less reimbursement from out-of-state carriers, for the eighteen-year period were \$6,127,315. The expenses include salaries, lodging, meals, and transportation. Of the audits completed, 65% resulted in additional assessments, 5% resulted in refunds, and 30% were accepted as reported.

10) Financial Statement. At the close of FY00, the State Highway Fund had a cash balance of \$85,384,100. Total outstanding encumbrances were \$48,514,100 with an additional \$30,001,700 in carryover dollars that were programmed in FY00 plus liabilities of \$3,335,000, leaving an unobligated cash balance in the State Highway Fund of \$3,533,300 at fiscal year end. The Department invested \$50,000,000 in the State Treasurer's Long-Term Investment Fund, which became available July 1 for state agencies to invest idle cash in. This should earn approximately 200 basis points more interest than the current overnight investment pool. Dollars remain liquid, and staff will notify the Treasurer's Office in advance of when cash is needed. Staff will be monitoring this investment fund.

Annual Account Write Off. Department policy requires that all uncollectible accounts exceeding \$1,000 be reviewed and approved for write off by the Board. The Director, or designee, reviews and approves the write off of all accounts less than \$1,000. Dick Transtrum, Chief of Administration, has approved the write off of 90 accounts totaling \$33,960.50. The Board was asked to approve the write off of 8 uncollectible accounts totaling \$14,461.94.

As part of the presentation scheduled later this year on uncollectible accounts and bad checks, Vice Chairman Combo asked staff to lead a discussion on accepting personal checks, particularly what other state agencies do. Member Blick commented that it would cause a hardship for trucking companies if ITD no longer accepts checks. Director Bower stated that credit cards are an acceptable method of payment at the Department, although there is a fee for these transactions. He said staff is reviewing this issue and will present information on various payment methods at the presentation.

Vice Chairman Combo made a motion, seconded by Member McClure, to approve the write-off of eight uncollectible accounts for a total of \$14,461.94, as shown as Exhibit 230, which is made a part hereof with like effect. The motion passed unopposed.

Contract Award Information. Member McClure expressed concern with the asphaltic concrete purchase project for Power County, project CM-0300(135), key 7213. He favors local public agencies contracting out this type of work rather than performing the work with their own forces. He asked how many miles the County will overlay. DE Bala believes the project is eight miles. He added that local entities are being discouraged from programming this kind of project.

Vice Chairman Combo made a motion to accept the contract award information. Member Miller seconded the motion and it passed four to one with Member McClure dissenting.

ST-6450(624), ST-6450(625), and ST-6450(627), keys 7037, 7067, and 7711 – Lemhi County Line, North, Gilmore Summit North, Lemhi County, and Gilmore Road to Eighteen Mile Road South of Leadore, SH-28, Lemhi County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$2,669,548.72.

CM-0300(135), key 7213 – FY00 Asphaltic Concrete Purchase, Power County, District 5. Low bidder: Bannock Paving Company, Pocatello, Idaho - \$146,592.

ST-2390(684), key 7627 – North Fork to 4 Mile Bridge, SH-75, Blaine County, District 4. Low bidder: Emery, Inc., Filer, Idaho - \$155,353.31.

ST-3110(614), key 6681 – Homedale to Weiser, US-95, Canyon, Owyhee, and Payette Counties, District 3. Low bidder: Idaho Sand & Gravel, Nampa, Idaho - \$1,299,994.

ST-5170(614), key 7718 - SH-3, Milepost 73 to Milepost 76, Benewah County, District 1. Low bidder: Interstate Concrete & Asphalt, Coeur d'Alene, Idaho - \$940,298.46.

STP-3220(109) and STP-3220(110), keys 7047 and 7048 – Cleveland Boulevard/Blaine/Cleveland Intersection to Simplot Boulevard, Canyon County, District 3. Low bidder: Idaho Sand & Gravel Company, Nampa, Idaho - \$391,335.71.

ST-7622(604), key 6926 – Intersection 21<sup>st</sup> Street, Heyburn, Minidoka County, District 4. Low bidder: Idaho Sand & Gravel Company, Nampa, Idaho - \$185,581.

ST-6420(603), key 6969 – Brunt Road to Cinder Butte Road, US-20, Bonneville County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$1,483,781.57.

ST-15-3(526)167 and ST-15-3(525)180, keys 7706 and 7144 – Spencer to Stoddard Creek and Dubois Interchange, Southbound, I-15, Clark County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$2,169,000.

STM-3754(603), key 8178 – Walters Ferry North, Seal Coat, SH-45, Canyon County, District 3. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$176,399.18.

ST-1767(605), key 8263 – Fort Hall to Ferry Butte Road, US-91, Bingham County, District 5. Low bidder: Bannock Paving Company, Pocatello, Idaho - \$931,282.50.

ST-4800(604), key 6971 - Main Street, Troy, SH-8, Latah County, District 2. Low bidder: Adairco Construction, Inc., Post Falls, Idaho - \$500,083.75.

ST-7231(610), ST-7231(611), and ST-7231(612), keys 7031, 7034, and 7035 – Cedar to Alameda, Pocatello; Alameda to Chapel, Pocatello; and Burnside to Hiway, Chubbuck; Bannock County, District 5. The low bid was more than ten percent over the engineer's estimate, requiring justification. The major price variations are with spall repair, pavement removal, placing and furnishing pavement, traffic control items, adjustment valves and manholes, plus, the bids reflect a busy, ongoing construction season. Timing this late in the construction season is likely a significant factor in the high bids. The District recommends withdrawing key 7035, Burnside to Hiway Avenue, Chubbuck, from the group of projects and readvertising keys 7031 and 7034 with revised plans and engineer's estimates. Therefore, the bids were rejected.

STPG-0900(109), key 5976 – Algoma Road, Sagle, Bonner County, District 1. The low bid was more than ten percent over the engineer's estimate, requiring justification. District staff recommends rejecting the lone bid and constructing the project by other means. Staff will determine the best avenue for project completion.

Board Items. Member Blick reported that there are still concerns with the designation of historic homes along the Twin Falls alternate route project. He would like all involved parties to get together to discuss the issue. CE Ross said he will coordinate a meeting.

Member McHugh informed the Board that he received a letter from Representative Don Pischner regarding SH-97. Guardrail work is being done on this route, but his concern is the deteriorating pavement. Member McHugh believes there is a project planned to improve the pavement.

Chairman Winder said he, and other Board members, received a number of letters opposing a proposed Wal-Mart development on the corner of State Street and Glenwood Street (SH-44) in Garden City. He asked staff to respond to the letters. Director Bower added that he has also received correspondence on this subject and will ensure that the letters are acknowledged.

Director's Items. The financial statement for the end of FY00 reflects a revenue of \$4.5 million less than forecasted in the State Highway Distribution Account. Director Bower said fuel sales are hard to predict, and the increased fuel costs earlier this year may have resulted in the lower-than-anticipated revenue. Staff will continue to monitor this.

Due to the extreme fire fighting activities occurring in Idaho and surrounding states, Director Bower released an emergency memorandum recently regarding Port of Entry procedures. As long as the Governor's Declaration of Emergency of July 2000 is in effect, any vehicle engaged in fire fighting activities will not be delayed and will be allowed to pass ports of entry and weigh stations without obstruction or delay. The only exception will be for fire fighting vehicles that will cross load posted bridges. Those vehicles will be required to obtain permits. The Board supported this action.

Director Bower said that \$6 million in discretionary funds was requested for the construction of the Clark Fork Bridge in District 1. Funds were received earlier for the design of this project. He said the U.S. Senate bill includes \$3 million for this project, but the conference committee has not met yet. He added that CE Ross will be meeting with the Tri-Agency group to determine if the Clark Fork Bridge would be eligible for Forest Highway funds, and, if so, if there are enough Forest Highway funds available for this project and if the Tri-Agency would be willing to fund it. If Forest Highway funds are not an option, Director Bower said the Department will re-apply for discretionary funds next year. Member McHugh reported that the local officials appreciate ITD's efforts to secure funds for this project.

Last month Director Bower visited the Targhee Road project in Teton County. The project is under construction in Wyoming. County officials in Idaho agreed to purchase the needed right-of-way to the forest boundary. The locals committed \$300,000 for this acquisition, however, Director Bower believes additional money will be needed for the right-of-way. CE Ross will also seek additional funds for this project from the Tri-Agency group.

Director Bower believes the Coming World of Transportation Symposium sponsored by ITD earlier in the week was successful. Approximately 200 people attended the day-long session. He congratulated the Executive Management team that organized this event for their efforts on this successful program. One of the speakers provided an excellent summary of the symposium, which will be made available for those interested in receiving a copy. Additionally, a videotape of the symposium will be available for viewing.

Director Bower was sorry to report that a District 3 maintenance employee was killed on duty last week. Director Bower stated an investigation of the accident is being conducted and CE Ross will elaborate on the accident as part of his report. He extended sympathy to Dennis

Taylor's family, and said it was a double tragedy for ITD, as Dennis's wife, Judy, works in the Division of Motor Vehicles. He reported on the counseling and support ITD provided.

The Board members had a minute of silence in memory of Dennis Taylor.

Director Bower provided an update on the John Welles lawsuit. The attorneys are in the process of filing a stipulation in court to dismiss the case. DAG Bywater added that the stipulation should be filed by the end of the month.

Director Bower met with local officials from Ketchum recently regarding the Greenhorn Gulch Bridge project on SH-75. At the meeting, he provided a history of the project and elaborated on the compromises the Department has made. He believes it was an educational meeting and the local officials indicated support for the project as currently designed. Staff will proceed with the project, which is almost ready for advertisement.

Director Bower and Stanharrah Corporation have signed the escrow agreement for the purchase of the Stanley Airport and have forwarded the agreement to the Forest Service for signature. Director Bower said there will be some escrow fees, which the three parties will be responsible for, but at this time, he does not know those costs. Staff believes this scenic acquisition is eligible for Enhancement funds. A Statewide Transportation Improvement Program (STIP) update has been submitted with this project. Additionally, a statement affirming that the right-of-way was acquired consistent with federal rules and that the environmental document was prepared has been completed. These steps are required for the project to be eligible for STP or Enhancement funds. If federal funds are used, the State Program will be reimbursed.

Chairman Winder supports using federal funds for this acquisition. Member McHugh asked if that would decrease the amount of Enhancement funds available to local entities. Director Bower replied that ITD will not be using all of the Enhancement funds programmed for the Lolo Pass project and there are more apportionments in this Program than obligations, so this action will not result in less Enhancement funds for the locals.

Member McClure questioned the match required for Enhancement funds. Highway Programming Manager (HPM) Dave Amick said the project could be funded entirely with Enhancement funds. If Enhancement funds are used for the Stanley Airport acquisition, Member McClure assumes the legislature would not be approached for support and assistance. Chairman Winder believes the Department should pursue using federal funds. If the project is not eligible for federal funding, then assistance could be sought from the legislature. Member Blick indicated the Board should pursue assistance through the Governor's Office and the legislature.

The consensus of the Board was to pursue Enhancement funds for the acquisition of the Stanley Airport, but for staff to inform the Board prior to making a final decision on the funding source. Member McHugh added that the Board's policy on matching funds for Enhancement projects should be followed.

Chief Engineer's Items. CE Ross reported on some of the forest fire fighting activities the Department has been involved in, such as placing barriers on roads and signing for closed roads. Staff is providing assistance as needed. Chairman Winder questioned the Department's policy to address emergency situations such as this. CE Ross said the Department is on standby and responds to requests. Director Bower added that the Bureau of Disaster Services (BDS) is the coordinating agency and ITD commits staff to the BDS as necessary. He said ITD wants to be proactive and provide whatever assistance possible.

Chairman Winder suggested staff review the existing policies regarding providing assistance with and responding to disasters and emergencies to ensure the policies adequately reflect the Department's proactive stance.

Earlier this year, the Board heard of a possible proposal to designate the Lewis and Clark Trail as a national monument. CE Ross researched this issue and reported that it is highly unlikely that such a designation will be made. Additionally, it is premature, without a specific proposal, to determine the impact that such a designation may have.

CE Ross elaborated on the tragic accident that claimed the life of Dennis Taylor. Mr. Taylor was using a high-pressured hose to clean drainage pipes in Caldwell. As Mr. Taylor was pulling the hose out of the pipe, the nozzle came out of the manhole, striking him in the head, killing him instantly. The Department is completing an investigation and will hopefully learn from the accident and make adjustments to ensure this kind of accident does not happen again. CE Ross added that Mr. Taylor was very experienced with operating this piece of equipment.

Last month, two District 6 employees were injured when a roller apparently slipped out of gear on a slope near Lost Trail Pass on US-93. Both Dennis Jackson and Dale Wilson have been released from the hospital, but are still recovering from the severe injuries. Both are expected to return to work, although it is not known at this time if both gentlemen will return to their former positions.

CE Ross concluded his report by stating that staff is still reviewing the procedures to establish utilizing ITS for red-light running enforcement. A report will be presented to the Board later this year.

US-95, Worley to Mica Creek, District 1. DE1 Scott Stokes and consultant Dick Jacobson, CH2M Hill, summarized the extensive process that has been undertaken to develop the high priority Worley to Mica Creek project on US-95. Extensive collaboration was done with the stakeholders, including property owners, regulatory agencies, Tribal officials, local entities, and elected officials. Mr. Jacobson emphasized that all of the alternatives had challenges such as wetlands, agricultural impacts, or displacements. The Coeur d'Alene Tribe has aggressive development plans near Worley, so those also had to be taken into consideration when the best alternative was determined. He believes the best alternative has been identified for the project, and expressed concern that any changes to or a directive to revisit certain aspects of the project would most likely cause delays to the project's schedule. The first of three phases is programmed for construction in FY01.

Mr. Jacobsen said the current schedule is for bids on wetland mitigation to be opened at the end of this month, and final concurrence from the environmental agencies is expected next month. Right-of-way appraisals are underway on the Belgrove to Mica portion, and the design work is continuing on this first phase, with plans, specifications, and estimates submittal anticipated next February, followed by bid openings in May, and construction in June.

The Board commended staff for its work on this project and encouraged staff to continue with the current schedule. CE Ross added that there was great collaboration on this project and the consultant and District did an outstanding job on this vast and difficult project.

STP-Local Rural Exchange (Exchange) Program Eligibility for Boundary and Benewah Counties and Dietrich Highway District. HPM Amick summarized the current policy capping the Exchange Program at \$2.8 million state funds and limiting participation to those agencies that participated in the Exchange Program in FY97. Due to Boundary County's request to be reinstated in the Program, staff reviewed the other local public entities' status in the Exchange Program. Seven local highway jurisdictions participated in the Program prior to FY97, but not since then. One of those was allowed to re-enter the Program in FY00 and three agencies have projects in the current or draft STP Local Rural Program, making them ineligible to participate in the Exchange Program. Staff recommends allowing Boundary County to participate in the Program in FY01 and notifying the remaining two entities, Benewah County and Dietrich Highway District, of the option to re-enter the Exchange Program at this time.

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

RES. NO. WHEREAS, in November 1998, the Idaho Transportation Board continued the  
TB00-63 STP Local Rural Exchange (Exchange) Program with a maximum state funded  
budget of \$2.8 million; and

WHEREAS, in November 1998, the Board limited participants in the Exchange Program to local highway jurisdictions already in the Exchange Program in FY97, the last year of the Intermodal Surface Transportation Efficiency Act of 1991; and

WHEREAS, seven highway jurisdictions have historically participated in the STP Local Rural Exchange Program, but not in FY97; and

WHEREAS, lack of participation for the above agencies in the Exchange Program in FY97 may not necessarily indicate a long term interest in opting out of the Program; and

WHEREAS, Exchange Program policy prohibits local highway jurisdictions from both exchanging the state funds for local federal funds and participating in the Federal STP Local Rural (Federal-aid Incentive Program); and

WHEREAS, on March 27, 2000, the Local Highway Technical Assistance Council (LHTAC) forwarded a January 24, 2000 letter from the Boundary County

Board of Commissioners to the Department asking the Idaho Transportation Board to reinstate the County's eligibility for the Exchange Program; and

WHEREAS, the Idaho Transportation Board has already reinstated Clearwater County's eligibility for the Exchange Program.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board has determined that Boundary County is eligible for participation in the STP Local Rural Exchange Program beginning in FY01; and

*BE IT FURTHER RESOLVED*, that the Board requests the LHTAC to write to Benewah County and Dietrich Highway District to invite them to notify the Transportation Board in writing of their interest in renewing their eligibility to participate in the Exchange Program beginning in FY01; and

*BE IT FURTHER RESOLVED*, that the letter should refer to the Board's willingness to reinstate their eligibility in consideration of their historical participation in the Exchange Program and provide a date certain, January 1, 2001, by which they must indicate their intent to re-enter the Program in FY01 or accept permanent loss of their eligibility to participate in the Exchange Program.

Member McClure objected to this resolution. He knows the County owns a crusher and performs a lot of work with its own forces, which he opposes. He is concerned that the Exchange money will be used to purchase equipment instead of to make road and bridge improvements.

When notifying these three local entities, Vice Chairman Combo suggested informing them that the Exchange Program is contingent upon the continued availability of federal funding and that the Program is subject to review by the Board if changes in state or federal funding or related funding requirements occur.

The motion passed four to one with Member McClure dissenting.

Highway Development Program Supplement 00-2. HPM Amick stated the objectives of Supplement 00-2 are to modify and rebalance the Highway Development Program to include project changes, advances, and delays since Board approval of Supplement 00-1 in February; update the cost of FY00 federal and FY01 state projects to current costs; and incorporate the most recent Indian Reservation Road Program in the current STIP. He provided a current status of the Board's State-Funded Unallocated Account, an updated comparison of available funding compared to Board approved projects, and Program sheets annotated to reflect changes to the Program. A small change in the FY00 federal apportionments and obligation authority occurred since February. A rescission of 0.38% reduction of the obligation limitation was imposed for FY00, resulting in a loss of \$755,282 in obligation authority to Idaho.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
TB00-64 to publish and accomplish a current, realistic, and fiscally constrained Highway  
Development Program; and

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

WHEREAS, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)  
requires that a priority list of projects covering a three-year period be provided in  
a Statewide Transportation Improvement Program (STIP); and

WHEREAS, the changes in Supplement 00-2 to the FY00-04 Highway  
Development Program provide a balance of available funding of \$1.78 million;  
and

WHEREAS, the August Board item, "Fiscal Year 2000 Adjustments to the  
Federal Highway Program Based on Readiness and Available Funding",  
addresses how the Program will be adjusted to fully utilize the estimated FY00  
federal highway formula funding obligation authority of \$149.2 million and the  
Minimum Guarantee obligation authority of \$24.9 million.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board  
approves the changes to the FY00-04 Federal Highway Development Program  
itemized and explained in Highway Development Program Supplement 00-2,  
which is on file in the Highway Programming Office, and authorizes staff to make  
the appropriate changes to the FY00-02 STIP in accordance with the provisions of  
the TEA-21.

FY00 Adjustments to the Formula Federal Highway Program Based on Readiness and  
Available Funding. Staff has reviewed the federal FY00 projects not currently obligated to  
determine which projects will not be ready to obligate by the end of this fiscal year, along with  
cost increases or decreases. Additionally, projects programmed in FY01 or later that could be  
advanced to FY00 were identified, according to HPM Amick. With this information, the  
Department was able to apply to FHWA for redistribution of unused obligation authority from  
other states. ITD requested \$7.66 million.

Nearly all federal-aid project cost increases since February have been offset with cost  
decreases or project delays within the same District. However, since July 1, the net of prior year  
project cost decreases and current and prior year cost increases, combined with unobligated  
preliminary engineering and right-of-way have resulted in approximately \$1.78 million in federal  
project funding still available for use in the current year. Project delays and cost decreases  
amount to \$16.3 million, with anticipated project cost increases totaling \$14.7 million, for a  
balance of approximately \$3.3 million available to advance projects. Staff prepared a prioritized  
list of proposed projects expected to be ready to advance into FY00. LHTAC and the  
metropolitan planning organizations were given the first opportunity to use available funds in the  
STP-Local Rural and Urban Programs.

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

RES. NO. WHEREAS, it is in the public interest for the Idaho Transportation Department to  
TB00-65 accomplish a current, realistic, and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available Highway Funding; and

WHEREAS, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) of 1998 requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, Highway Program Supplement 00-2 identifies a funding balance of \$1.78 million; and

WHEREAS, FY00 projects have been identified that will delay and other cost reductions in FY00 totaling \$16.31 million; and

WHEREAS, federal projects have been identified that will require cost increases of \$14.74 million; and

WHEREAS, a list of prioritized projects has been identified that can advance to FY00 of the current STIP; and

WHEREAS, the result of these proposed delays, cost increases and advances will fully utilize the estimated FY00 federal highway formula funding obligation authority of \$149.2 million and the Minimum Guarantee obligation authority of \$24.9 million; and

WHEREAS, the Transportation Department has requested \$7.66 million in additional federal formula FY00 obligation authority from other states.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes staff to advance projects from the list entitled "FY00 Federal Highway Program Prioritized Project Advances and Projects Requested for August 2000 Redistribution of Federal Formula Obligation Authority", as shown as Exhibit 231, which is made a part hereof with like effect, in priority order as funding becomes available and projects are made ready for obligation; and

*BE IT FURTHER RESOLVED*, that staff is authorized to make the appropriate changes to the FY0-02 STIP in accordance with the provisions of the TEA-21.

Approval of FY01 Spending Plan for the Office of Highway Safety (OHS). Highway Safety Manager (HSM) Jo Ann Moore reported that the OHS receives its funding for Idaho's highway safety grant program through the submission of a Highway Safety Plan to the National

Highway Traffic Safety Administration. An annual spending plan identifying specific grants to be implemented must be submitted. OHS's highest priority is to reduce fatality rates and serious injuries. This year's plan includes a number of public information campaigns. She stated that the Idaho Traffic Safety Commission met in June to review the FY01 spending plan and made a recommendation to the Board to approve the projects shown in the FY01 Spending Plan.

Vice Chairman Combo asked for a synopsis of how the Traffic Safety Commission is working. HSM Moore replied that staff conducted a grant workshop training to educate the members on the grant process. The workshop seemed to be very beneficial. She said that Larry Vincent, the Commission's chair, is providing excellent leadership. HSM Moore elaborated on the pilot project for the fast track court system in Kootenai County at Member McHugh's request. The project focuses on treatment for repeat driving under the influence offenders. Member Blick asked staff to review the vehicle categories in the Plan. All vehicles weighing more than 8,000 pounds are classified as heavy trucks, which is misleading.

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

RES. NO. WHEREAS, the Transportation Equity Act for the 21<sup>st</sup> Century provides that each  
TB00-66 state shall have a highway safety program designed to reduce traffic collisions and deaths, injuries and property damage; and

WHEREAS, the Idaho Transportation Department's Office of Highway Safety is the state's highway safety agency in accordance with 12 USC Title 1, Section 402(b)(1)(A); and

WHEREAS, a Highway Safety Plan (HSP) was prepared in accordance with guidelines promulgated under 23 CFR Section 1204.4, Supplement B; and

WHEREAS, the Idaho Traffic Safety Commission recommended a three-year HSP, for FFY01-03, on June 15, 2000, and the Transportation Board approved the recommended plan on August 25, 2000; and

WHEREAS, a spending plan for FFY01 has been developed which conforms to the administrative and programmatic requirements of 23 USC 402, 410, 411, 157, 163, and 2003-B; and

WHEREAS, the Idaho Traffic Safety Commission recommended approval of the proposed FFY01 spending plan on June 15, 2000.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board directs staff to submit the plan to the National Highway Traffic Safety Administration and the Federal Highway Administration for approval to implement projects beginning on October 1, 2000; and

*BE IT FURTHER RESOLVED*, that the Transportation Board directs staff to implement Idaho's Highway Safety Grant Program for FFY01, once federal approval has been received.

Request for Supplemental Agreement, I-84 Business, Mountain Home Railroad Underpass, NH-F-3341(010), Key 3550, District 3. The estimated construction cost for this FY00 project is \$17.5 million. Seven supplemental agreements have been issued to date, including three for time extensions only. The current agreement amount is \$1,244,202. CE Ross said the complexity of the project has caused continuous design changes. The recent review of the dewatering technique has resulted in a recommended change in the method of construction. This method, grout injection, is expected to reduce the overall cost of the project and result in a more easily constructable project than the previous designs. A supplemental agreement in the amount of \$121,000 to perform a number of design changes is being requested. Funds to cover this supplemental will be available from unused funds in another District 3 FY00 project.

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

RES. NO. WHEREAS, the I-84, Mountain Home Railroad Underpass project, key 3550, is  
TB00-67 of regional and statewide importance; and

WHEREAS, the Idaho Transportation Department and the project design consultant have performed a value engineering analysis of the alternatives proposed for this project; and

WHEREAS, the Department has performed a review of the dewatering methodology through the services of a nationally recognized expert in this type of construction; and

WHEREAS, several design changes to the project plans are required due to recommendations by the Federal Highway Administration and from the recent dewatering technique review; and

WHEREAS, these design changes require the approval of a supplemental to the original design agreement.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves and authorizes a supplemental agreement for \$121,000 to complete the design plans and specifications for the Mountain Home Railroad Underpass project.

I-84 Canyon County Interchange Study, Key 7847, District 3. DE3 Loren Thomas said the I-84 Canyon County Interchange Study, which was an added component of the initial long-term needs study for the I-84 corridor within the Treasure Valley, was to identify and prioritize future interchange locations. Specifically, the additional study was intended to determine which interchanges are needed and when at Ustick, Middleton, and Karcher Roads. DE Thomas emphasized the participation by elected officials and representatives from all the municipalities

and highway jurisdictions within the study area. Additionally, the study utilized sounding boards comprised of individuals from the general public and several public open houses. The study was co-managed with Community Planning Association of Southwest Idaho (COMPASS).

Each interchange location was analyzed based on 5, 10, 20, and 30-year increments to better allow the study to determine the needs and prioritizations for the interchanges. To fully validate the analysis criteria, two different methodologies were used. The study results showed that the first interchange needed would be at Karcher Boulevard in 2005. Additionally, the second interchange priority would be Ustick Road in 2010 and the third priority would be a Middleton Road interchange in 2030.

Chairman Winder emphasized that the study was completed scientifically and without bias and resulted in conclusive findings. Dave Butzier, consultant with MK Centennial, elaborated on the two methodologies used. He also expressed appreciation to the Board for its patience during this long and difficult process.

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

RES. NO. WHEREAS, the Idaho Transportation Board has made a commitment to support  
TB00-68 corridor planning as a means of facilitating long-range transportation planning in the State of Idaho; and

WHEREAS, the Idaho Transportation Board authorized and approved an interchange study for Canyon County; and

WHEREAS, the Idaho Transportation Department retained a consultant, who prepared and carried out the I-84 Canyon County Interchange Study; and

WHEREAS, the I-84 Canyon County Interchange Study utilized comprehensive transportation systems modeling and detailed engineering analysis; and

WHEREAS, the I-84 Canyon County Interchange Study involved the local elected officials, roadway jurisdictions, and the public in the preparation of the study; and

WHEREAS, the completed I-84 Canyon County Interchange Study has been presented to the Transportation Board; and

WHEREAS, the I-84 Canyon County Interchange Study has resulted in a recommendation to prioritize the Karcher Boulevard Interchange as the first interchange needed, followed by the Ustick Road Interchange and then the Middleton Road Interchange, in that order.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board directs the staff to continue with the design of the Karcher Interchange, as programmed for FY04 in the Statewide Transportation Improvement Program.

Chairman Winder thanked staff, Mr. Butzier, and COMPASS for their efforts on this important project. He also stated that COMPASS submitted a letter to the Board in support of the study's findings.

Executive Session on Personnel and Legal Issues, Section 67-2345(1)(b) and (f), Idaho Code. At 11:20 AM, Member Miller made a motion, seconded by Member McHugh, to meet in executive session to discuss personnel and pending litigation issues. The motion passed unanimously.

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

Property Trade with Picabo Livestock Company, Inc., US-20, District 4. DE4 Devin Rigby reviewed Nick Purdy's request for a property trade near Picabo. The trade would provide ITD with fee simple property adjacent to US-20 and the Department would dispose of mostly grant land property that is not directly adjacent to the highway right-of-way. The request for disposal was approved and appraisals and surveys of all properties involved have been completed. DE Rigby reminded the Board that it met with Mr. Purdy and viewed the property during its District 4 tour in May.

The Blaine County Recreation District opposes the property trade because it believes the right-of-way provided adjacent to First Street is not adequate for a bike/pedestrian trail. DE Rigby said staff has proposed removing trees and obstructions along First Street to improve the property that remains for use as a bike/pedestrian path.

Mr. Purdy provided additional information on the property, including a history of the land acquisition dating back to the 1880s. He commended ITD staff for its assistance during the negotiations on this property trade proposal.

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

RES. NO. WHEREAS, a land trade between the Picabo Livestock Company, Inc. and the  
TB00-69 Idaho Transportation Department has been proposed by Picabo Livestock  
Company, Inc.; and

WHEREAS, the existing right-of-way in the vicinity of the proposed land trade is not adequate to construct future improvements to the appropriate design standards for US-20; and

WHEREAS, the property to be traded by ITD has been determined to be surplus; and

WHEREAS, the underlying owner of a portion of the surplus property (designated as grant lands) is Picabo Livestock Company, Inc.; and

WHEREAS, the property to be received by ITD through this trade would be fee simple ownership rather than grant lands; and

WHEREAS, Picabo Livestock Company, Inc. is willing to make the trade.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the property trade as proposed by the Picabo Livestock Company, Inc.

Delegation – Bannock Planning Organization (BPO). BPO Executive Director Mori Byington thanked the Board for its time and reported on the area's air quality concerns. He summarized the metropolitan planning organization's projects included in conformity determination through 2010. He emphasized the importance of Board approval for a Pocatello Regional Transit (PRT) bus purchase and a rideshare project in the draft STIP to bring BPO into conformance this year. He believes the Congestion Mitigation/Air Quality Program is very important and asked the Board to consider funding BPO's future projects to help ensure conformity. In closing, he said he will continue working closely with ITD staff on transportation issues, and particularly air quality concerns.

Chairman Winder thanked Mr. Byington for the presentation and stated that the Board is conscious of the air quality concerns in the state.

Delegation – Public Transit Providers in District 5. Rhea Miles, representing the Bingham County Senior Citizens, informed the Board of the services they provide to the County seniors with four vehicles. The County has no wheel-chair accessible vehicle, so those services are contracted out. She believes the various transportation providers in the area need to coordinate services and be more efficient. She thanked the Board for its support of public transportation.

Chairman Winder thanked Ms. Miles for her report and for the valuable services she provides to the Bingham County senior citizens.

Ron Binggeli, PRT, elaborated on the regional services PRT provides. Transportation is coordinated in three counties for everybody who wants transportation, and service is also provided to Minidoka and Cassia Counties through an inter-governmental agreement. PRT's biggest concern is funding.

Chairman Winder thanked Mr. Binggeli for his remarks.

Walter Ross, Public Transportation Advisory Council member, welcomed the Board to southeastern Idaho. He believes District 5 had an excellent Regional Public Transportation Advisory Committee, and although recent legislation eliminated that committee, some of the members plan to continue meeting to address public transportation issues. He also thanked Member Miller for attending these meetings and being involved in public transportation. He introduced the Franklin County Clerk, Elliott Larsen, who asked the Board to consider the County Senior Citizens' 5310 application for a new van.

Delegation – Aberdeen Municipal Airport. Aberdeen Mayor Morgan Anderson reported that the airport's highest priority is a chain link fence to enclose the airport. The fence, estimated at \$89,000, would address the security concern at the facility. Other priorities include a new pad

where the planes park, a small tractor and weed mower to maintain the area and keep it clean, and a crack and seal coat on the runway. The City Council has applied for grants to address these needs, but Mayor Anderson said the Aberdeen airport is too small to receive grants. He asked the Board members for assistance and thanked them for their time.

Chairman Winder thanked Mayor Anderson for the information. The mayor's comments will be shared with the Division of Aeronautics, and staff will be asked to determine what assistance, if any, is available for the airport.

FY02 Proposed Budget Request. Budget, Policy, and Intergovernmental Relations Manager Mary Detmar summarized the changes made to the proposed FY02 budget request since the Board's workshop in June. The main changes were a reduction in the estimated revenues from gas and special fuel tax by \$5.9 million in FY01 and \$4 million in FY02, and an increase in the forecasted state aviation fuel of 9.3% in FY01 and 3% in FY02. An FY01 budget supplement and an FY02 program enhancement are being proposed because of the increased growth in aviation fuel. The total estimated funds available in FY02 is \$431,289,200, while the Department's FY02 budget request is for \$430,874,403.

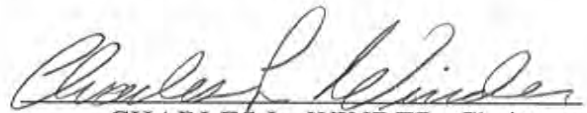
Member McHugh made a motion, seconded by Member Miller, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the FY02 Idaho Transportation Department Budget Request will be  
TB00-70 prepared in accordance with instructions in the Division of Financial  
Management's Budget Development Manual; and

WHEREAS, the Transportation Board has reviewed the FY02 Budget Request Summary.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board agrees with the budget request estimates as presented in the Department Summary and Certification, submitted for approval August 25, 2000, as shown in Exhibit 232, which is made a part hereof with like effect, and authorizes the estimates to serve as the basis for the budget request to be submitted to the Division of Financial Management and Legislative Services Office on or before September 1, 2000.

WHEREUPON, the regular monthly Board meeting officially adjourned at 2:40 PM.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
September 22, 2000  
Boise, Idaho

August 25, 2000

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 21-22, 2000

The Idaho Transportation Board met at 8:20 AM, on Thursday, September 21, in Boise, Idaho at the Transportation Department to review the agenda. The following principals were present:

Charles L. Winder, Chairman  
 John X. Combo, Vice Chairman – District 6  
 John McHugh, Member – District 1  
 Bruce Sweeney, Member – District 2  
 Monte C. McClure, Member – District 3  
 Gary Blick, Member - District 4  
 Neil Miller, Member – District 5  
 Sue S. Higgins, Secretary to the Board  
 Dwight Bower, Director  
 Jimmy Ross, Chief Engineer  
 Steve Bywater, Deputy Attorney General

Chairman Winder officially called the meeting to order at 8:30 AM.

August 24-25, 2000 Board Minutes. Vice Chairman Combo made a motion, seconded by Member Miller, to approve the minutes of the Board meeting held on August 24-25, 2000 as corrected. The motion passed unanimously.

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

October 19-20, 2000 – District 6  
 November 16-17, 2000 – Boise  
 December 14-15, 2000 – Boise  
 January 18-19, 2001 – Boise

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

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves  
 TB00-71 the relinquishment of a former portion of SH-3 to Benewah Co., et al, District 1; revisions to Board Policy B-18-03, Part-time Outside Employment; revisions to Board Policies B-12-03, Traffic Minute Entries, and B-12-07, State Highway Speed Limits within City Jurisdictions; and a proposed New Plymouth Partnership project in the FY01 State Program, District 3; and has received and reviewed the contract award information; the new and supplemental professional agreements report; speed minute entry changes; a status report on the potential abandonment of the Camas Prairie RailNet Line; the summary of actual versus budgeted out-of-state travel; and the financial statement.

September 21, 2000

1) Relinquishment of a Former Portion of SH-3 to Benewah County, Et Al, District 1. Road Closure and Maintenance Agreements between ITD and Benewah County dated May 1998 remove portions of SH-3 from the state highway system upon completion of the St. Joe River Road to Meadowhurst Road and the Reid's Corner projects. The new facility was opened to traffic on September 1, 2000. Former portions of SH-3 will be relinquished to Benewah County, the City of St. Maries, and Drainage District No. 1. The official minute is shown as Exhibit 233, which is made a part hereof with like effect.

2) Revisions to Board Policy B-18-03, Part-time Outside Employment. This policy was revised to clarify concerns whenever a Department employee considers holding a second job or engaging in self-employment activities. The Board policy assigns responsibility to the Director to establish policies and standards, and establishes that employees are subject to Department restrictions associated with outside employment.

3) Revisions to Board Policy B-12-03, Traffic Minute Entries, and B-12-07, State Highway Speed Limits within City Jurisdictions. These policies were revised to clarify definitions. Policy B-12-03 included the definition of routine and non-routine changes and District responsibility and clarified when signing changes could be made. Policy B-12-07 added that annual follow-up engineering and traffic investigations shall be performed when the speed limit was established by city action and varied from ITD's recommendations.

4) Proposed New Plymouth Partnership in FY01 of the State-Funded Highway Development Program, District 3. The City of New Plymouth is planning to upgrade the storm drainage system, including improvements to portions of the drainage system on US-30. Project costs associated with the US-30 portion is \$30,000. Staff recommends entering into an agreement with the City of New Plymouth to pay for the project costs associated with the state highway in FY01 of the State-Funded Highway Development Program.

5) Contract Award Information. Key 5406 - SH-25, Cameron's Corner, Rupert, District 4. Low bidder: Kloefer, Inc. - \$1,680,610.

Key 7214 - FY00 Asphaltic Concrete, District 5. Low bidder: HK Contractors, Inc. - \$396,300.

The low bid on key 8305 - US-95, Worley to Mica Wetland Mitigation, District 1, was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was developed using the Average Unit Bid Price Report combined with recent abstract of bid from slightly similar projects. The major differences between the engineer's estimate and the low bidder is in the Wetland Planting items, Clearing and Grubbing, and Mobilization. Additionally, the contract has a fairly aggressive construction schedule that was not completely factored into the estimate. Staff does not believe re-bidding the project would provide any substantial cost savings, and because of the great importance of this project, recommended approving the contract. The Board approved awarding the contract to the low bidder: S.A. Gonzales Construction, Inc., Newman Lake, WA - \$1,417,249.95 via telephone and facsimile on September 8.

6) New and Supplemental Professional Agreements Report. Between August 5 and September 6, the Consultant Administration Unit processed \$3,717,450 in new and supplemental agreements.

7) Speed Minute Entry Changes. The Hazelton City Council passed a motion to extend the existing 35-mile per hour (mph) zone towards the west city limits by .12 miles on SH-25 in District 4. The Council also established a 45-mph transition zone .19 miles long beginning at the west city limits between the 55-mph and 35-mph zone.

8) Status of the Potential Abandonment of Camas Prairie RailNet's Grangeville Line, District 2. The railroad filed the abandonment application for the Grangeville line with the U.S. Surface Transportation Board in May 2000. The Idaho Public Utilities Commission conducted a public hearing on the proposed abandonment in June. All testimony received was in opposition to the abandonment. The State of Idaho filed protests in July, including a statement from ITD regarding the highway impacts if the rail traffic is diverted to heavy trucks. The estimated impact is approximately \$200,000 per year.

Transportation Planning Administrator Charles Rountree added that the Surface Transportation Board has approved the Camas Prairie RailNet's application for abandonment. Staff will continue to monitor this issue and notify the Board if an appeal is filed.

9) Summary of Actual Versus Budgeted Out-of-state Travel. In FY00, 313 out-of-state trips were taken at a cost of \$283,633, which was below the budgeted amount of \$422,042.

10) Financial Statement. The federal aid revenue was \$11.5 million behind forecast for July while the Highway Distribution Account was about \$500,000 above projections. It is too early in the fiscal year to speculate whether this is a trend of things to come or a timing issue of when revenue is received. Expenditures are below expectations in all categories.

Relinquishment of a Former Portion of US-95 to Boundary County, District 1. A Road Closure and Maintenance Agreement between ITD and Boundary County was signed in February 1997 to remove a portion of US-95 from milepost (MP) 508.287 to MP 509.927 from the state highway system upon completion of the North Bonners Ferry to Junction US-2 project. The new facility was opened to traffic in June 2000. Member McHugh said the District questioned the mileposts and the agreement, and he believes it may be premature to approve this relinquishment. By unanimous consent, this item was tabled.

Quarterly Report on Legal Actions. A summary of the Department's legal cases was provided. Vice Chairman Combo asked for additional information on the condemnation of a residential property on the US-95, Kootenai Cut-off to Colburn project in District 1. DAG Bywater reported that the case was settled at \$45,000 and the stipulation for settlement has been signed, however, the stipulation for appeal has not been signed.

Vice Chairman Combo asked if the briefs have been filed on the Yesco Young Electric Sign Company case. DAG Bywater said the briefs have been filed and added that the property is zoned commercial, but is not being used for commercial purposes.

The England outdoor advertising case in District 5 was scheduled for argument before District Court on September 18. In response to Vice Chairman Combo's question on the outcome, DAG Bywater said indications are good that the hearing officer's findings will be upheld, but it is too early for results.

Member McClure made a motion to accept the quarterly report on legal activities. Member Sweeney seconded the motion and it passed unopposed.

Board Items. Chairman Winder believes the Board held a productive, beneficial planning session in February. Due to Vice Chairman Combo's medical problems shortly after that, this issue was put on hold. Chairman Winder would like to schedule another planning session and asked Secretary to the Board (SB) Higgins to coordinate another session. Director Bower added that the comments from the recent Coming World of Transportation Symposium are being finalized and suggested including that topic as part of the Board's work session.

Vice Chairman Combo reported that the State of Washington established a Blue Ribbon Commission on Transportation in 1998 to analyze statewide transportation issues, such as needs, priorities, policies, and funding mechanisms. This group identified approximately 60 options that are now available for public review and comment, with a final report due to the governor in December. He asked ITD staff to monitor the activities and outcome of the Blue Ribbon Commission and to keep the Board informed on this issue.

Local Highway Technical Assistance Council (LHTAC) Administrator Joe Haynes prepared a letter explaining the STP-Local Rural Exchange Program and addressing related issues at Member McHugh's request. Member McHugh expressed appreciation to Mr. Haynes for the response and clarification. When this Program was established, the exchange rate was 61.67 cents on the dollar. This past year, the rate was 71.77. Member McHugh does not believe there is an incentive for local entities to get out of the Exchange Program, especially with the higher exchange rate. He suggested capping the rate at 61.67 cents and transferring any remaining funds in the Exchange Program into the Local Federal Aid Incentive Program.

The consensus of the Board was for staff to provide a complete overview of the STP-Local Rural Exchange Program, including a history of the program, and to explore the feasibility of capping the exchange rate at 61.67 cents on the dollar.

SB Higgins reminded the Board members that the annual American Association of State Highway and Transportation Officials meeting will be held in Indianapolis, IN in December. She asked those members interested in attending the conference to notify her by next month so she can complete the registration forms and make necessary arrangements.

Member Blick thanked staff members for coordinating a meeting last week with the interested parties regarding the historic home designation along the Twin Falls alternate route in District 4. The property owners still have a number of concerns. Member Blick expressed frustration that there is no appeal process, and suggested contacting Idaho's Congressional Delegation to change the 4(f) requirements regarding the historical designation.

The consensus of the Board was to have staff provide a thorough overview of the federal law. Staff was also asked to contact other states to determine if they also have concerns with the 4(f) requirements or if their interpretation of the law is different. ITD's process should be reviewed and a determination made if internal changes could be made.

Director's Items. Director Bower reported that the purchase of the Stanley Airport property has been completed. He added that a funding project for this purchase has been included in the Highway Development Program, which is on the Board's agenda later in the day.

Chief Engineer's Items. Per Board request, staff reviewed the internal policies regarding responding to emergencies and/or disasters. CE Ross reported that policies are in place to address staff's response and actions in these cases. Implementing authority is included in the policies, including the use of equipment and manpower. In this review, however, it was recommended that minor revisions be made to one of the policies to more adequately reflect the Department's proactive stance on providing assistance.

Dealer Advisory Board (DAB) Annual Report. DAB Vice Chairman Kim Hansen briefed the Board on the legislative changes regarding the definition of temporary supplemental lots. Due to the DAB's concern with the image of the automotive sales industry and the integrity of the dealer/salesman licensing system, a task force was appointed in spring to recommend improvements and changes to the requirements for obtaining an Idaho dealer license. The committee's findings are to be presented to the DAB in fall. The DAB continued to monitor the electronic lien program and has a continuing interest in the program allowing dealers to act as agents of the local county assessor's auto licensing office and issue or transfer license plates and registrations. Mr. Hansen also reported that the trend of automobile sales over the Internet is of great interest to the DAB. In closing, he said proposed legislation will be included in the Department of Finance's legislative package that would require licensed dealers to satisfy known liens on trade-ins and purchased vehicles within 15 days of the vehicle's purchase. This was proposed due to concerns with a recent failure of a Boise dealership, which was caused in part by the dealer not satisfying prior liens before the vehicles were resold.

Chairman Winder thanked Mr. Hansen for the report and for his service on the DAB.

Information Management and Access Team (IMAT) Annual Report. Public Transportation Administrator Larry Falkner distributed the Master Plan for Information Technology, FY01-05, which outlines IMAT's business plan and explains its goals and strategies. Financial Services Controller Susan Simmons reported on the Integrated Financial Management System enhancements. Solutions for the system performance and response time concerns have been developed and implemented, and projects to address purchase/inventory concerns are to be completed by February. Other priorities being addressed are time entry and user reporting and inquiries. Ms. Simmons said some of the future enhancements include adding bar coding to purchase/inventory, enhancing the training administration module, integrating highway programming with budgeting, and expanding the data mart to other modules.

Michael Alb, EDM/ISP Project Manager, outlined the enterprise data model project. This project also includes an information strategy plan that will guide future information systems

and technology work for the Department, and is expected to be completed by June. He spoke briefly on the role of technology in the future, mentioning the population forecasts and resulting density and congestion issues and mobility needs, particularly in Ada and Canyon Counties. These issues were identified at the recent Transportation Symposium. Deputy Director (DDIR) Keith Bumsted continued on the role of technology in the future, stating that the increasing volume of business dictates technological solutions and that transportation technology will be elevated in importance and strategic significance.

In response to Member Sweeney's question on recruiting and retaining employees in the technology field, DDIR Bumsted reported that those issues continue to be a challenge. ITD has excellent, professional staff, but retaining employees continues to be a focus of management. Although compensation is the biggest issue, the Department is looking at other benefits such as work environment. Vice Chairman Combo questioned the training efforts. DDIR Bumsted replied that training is being conducted in several ways, including in-house and with consultants.

The Board thanked IMAT for the report, complimented the Team for its efforts, and encouraged it to continue with the proactive direction it has established in the technology arena.

Presentation on ITD's Internet Home Page. Chief of Information Services Mark Richardson introduced the team members charged with guiding the Department's Internet and Intranet efforts and presence. ITD's home page has been redesigned and standards for the web page have been developed. Some issues that still need to be resolved include security and additional resources, including a full-time web master. Shaun McMikle and David Colladner demonstrated the new web site, and emphasized that it is an evolving process and changes are made to the site as needed. ITD's home page appears to be quite popular, with the road report receiving the most hits. Mr. McMikle added that as more information is made available electronically, the number of phone calls staff receives has decreased. This has been noted particularly in the Division of Motor Vehicles (DMV).

The Board complimented staff on the progress it has made on the Department's web page and encouraged it to continue the efforts in the electronic-information arena. Chairman Winder thanked Messrs. Richardson, McMikle, and Colladner for the informative presentation.

Draft Legislation for 2001. Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar reported that the DMV withdrew its proposed legislation to clean-up Senate Bill (SB) 1580, which eliminated the weight distance tax and replaced it with a registration system. The revisions are not critical, but if SB1580 is revisited, the Department may try to incorporate the clean-up language. The Governor's Office received ITD's legislative proposal package and provided direction. The Aeronautics Fund Interest proposal was held so it could be included with other general fund items. Additional information was requested on the Aircraft Registration Deadlines. The Governor's Office recommended working with commercial drivers license holders and discussing impacts on the Commercial Drivers License (CDL) Compliance piece. Both the Driver Services Clean-up and Vehicle Services Clean-up proposals were approved, however, ITD's Legal Section provided additional comments, although those changes were non-substantive.

Vice Chairman Combo made a motion, seconded by Member Blick, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Governor's Office has requested that state agencies submit  
TB00-72 proposed 2001 legislation to the Division of Financial Management for review and approval; and

WHEREAS, the Idaho Transportation Board at the July 19, 2000 meeting approved the 2001 "Legislative IDEA Submittal Forms" as to concept and authorized ITD staff to develop draft legislation for review and approval, prior to submission to the Division of Financial Management.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves submittal of the "Legislative Proposal Forms" containing the proposed draft legislation to the Division of Financial Management.

Member McClure questioned the benefit of a seasonal CDL. Driver Services Manager Jane Caviness responded that farmers apply for seasonal CDLs, particularly during harvest. Additionally, 16-year-olds are eligible for a seasonal CDL, but regular CDL holders must be 18, so seasonal licenses provide experience to younger drivers. Seasonal CDLs are cheaper than the regular license, but an individual may only receive two lifetime seasonal CDLs.

The motion passed unopposed.

BPIRM Detmar reviewed the upcoming legislative presentations and dates for the FY01 supplemental budget request, the annual presentation to the Joint Germane Committee, and the FY02 budget request to the Joint Finance and Appropriations Committee. She complimented the teams' efforts in coordinating the material and believes a lot of progress has been made to date in preparation of these presentations.

Final Recommended Federal FY01-05 Highway Development Program. Dave Amick, Highway Programming Manager (HPM), reported that the Department received approximately \$1.2 million in redistribution funds for FY00 and provided a closeout report on FY00. He reviewed the major funding assumptions for the FY01-05 Program, and reported that the '01 federal appropriations bill is in conference committee. He also outlined the available funding versus the programmed projects and the Minor Rehabilitation Program. For FY01-03, the State and Federal Programs include an annual average of \$37.3 million for pavement rehabilitation projects, which is above the \$31 million target.

HPM Amick highlighted changes in the Highway Development Program that occurred since the June workshop, except on the following noted Programs. Mr. Haynes summarized the STP-Local Rural and Urban Programs and extended appreciation to HPM Amick for his assistance and expertise on the Program. Chairman Winder thanked Mr. Haynes and Erv Olen, Deputy Director of the Community Planning Association of Southwest Idaho (COMPASS), for their efforts and coordination in developing the Program.

Intermodal Planning Manager Pat Raino reviewed the Enhancement Program, emphasizing the addition of an Eckert Pathway extension project in District 3 in FY01 for \$380,000. This inclusion was possible due to cost savings on another Ada County Highway District project. The addition of this project was submitted to the Technical Review Committee, with no strong opposition to the project because it was a transfer of funds as a result of savings on another project. Member McHugh expressed concern with the addition of this project because it did not go through the regular application and review process. In response to Member McHugh's question on the status of the City of Malad's landscape project, Ms. Raino reported that the District looked at possible funding options. Because the project is not on a state highway, no state funds could be used. The City of Malad was encouraged to apply for funding through the Department of Lands' project.

Senior Transportation Planner Matthew Moore provided an overview on the Congestion Mitigation/Air Quality Program. Staff worked closely with the Department of Environmental Quality and COMPASS on the re-submittal of the Ada County PM10 Maintenance Plan application. Staff recommends funding the project with the following conditions: the final approval and implementation will be based on the success of the first project scheduled in FY01; a full-time employee will oversee the maintenance plan; and a memorandum of understanding (MOU) will be developed for the implementation of the plan and that the MOU be reviewed and approved by ITD's Legal Section and District Office. Mr. Moore emphasized that the settlement agreement on the air quality issue in Northern Ada County will not be finalized without the approval of this PM10 maintenance plan.

Member McHugh made a motion to remove the FY01 Eckert Pathway Extension Project, key E320, from the Enhancement Program. Member Blick seconded the motion and it passed unanimously.

Member Miller made a motion, seconded by Member Blick, to add a \$25,000 landscape project to the Enhancement Program for the City of Malad. The motion passed unopposed.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
TB00-73 to accomplish a current, realistic, and fiscally constrained Highway Development Program; and

WHEREAS, it is the intent of the Transportation Board to effectively utilize all available federal and state appropriated highway funding; and

WHEREAS, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) of 1998 requires that a priority list of projects covering a three-year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, the projects in the final recommended FY01-05 and Preliminary Development Highway Development Program meet all of the requirements of TEA-21 of 1998 for inclusion in the FY01-05 STIP; and

WHEREAS, the final recommended FY01-05 and Preliminary Development Highway Development Program was developed in accordance with all applicable federal requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the final recommended FY01-05 and Preliminary Development Highway Development Program incorporated public involvement and comment whenever possible while maintaining a fiscally constrained Program; and

WHEREAS, it is understood that continued development and construction of highway improvements are entirely dependent upon the availability of future federal and state highway funding in comparison to the scope and costs of needed highway improvements.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the Federal-aid FY01-05 and Preliminary Development Highway Development Program, which is on file in the Highway Programming Office; and

*BE IT FURTHER RESOLVED*, that Department staff is authorized to include the projects in the approved FY01-05 and Preliminary Development Highway Development Program in the FY01-05 STIP in accordance with the provisions of the TEA-21 of 1998.

Chairman Winder welcomed Representative Twila Hornbeck to the meeting and stated his appreciation for her continued interest in transportation issues.

FY01-05 STIP Approval. Ms. Raino reported that the STIP was developed in compliance with 23 United States Code, 134, 23 Code of Federal Regulations, Part 450 and 49, Code of Federal Regulations Part 613. A summary of the comments received during the 30-day public comment period was provided to the Board, while the specific comments from each District were provided to the respective Board member. Some minor changes to the maps and project listings will be made to the recommended STIP to more accurately reflect project locations or update or correct project information prior to final submittal to the FHWA and Federal Transit Administration.

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

RES. NO. WHEREAS, the Idaho Transportation Department is required by 23 U.S.C. 134,  
TB00-74 23 CFR, Part 450 and 49 CFR, Part 613 to develop a Statewide Transportation  
Improvement Program (STIP); and

WHEREAS, the program contains a list of priority transportation projects to be carried out for the first three years of the STIP and is in conformance with each Metropolitan Planning Organization's Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, the STIP is consistent with the Department's *Idaho Transportation Plan*; and

WHEREAS, the STIP, in nonattainment and maintenance areas, contains only transportation projects found to conform, or from programs that conform, to the requirements contained in 40 CFR Parts 51 and 93; and

WHEREAS, the STIP is financially constrained by year and includes sufficient financial information to demonstrate which projects are to be implemented using current revenues and which projects are to be implemented using proposed revenue sources while the transportation system as a whole is being adequately operated and maintained; and

WHEREAS, the STIP contains all capital and noncapital transportation projects proposed for funding under the Federal Transit Act; and

WHEREAS, the STIP contains all regionally significant projects requiring an action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA); and

WHEREAS, the STIP contains sufficient descriptive material to identify the project or phase, estimated costs, amount of federal funds proposed to be obligated during each program year, proposed category of federal funds and source(s) of nonfederal funds for the first year and likely categories and sources for the second and third years, and identification of the agencies responsible for carrying out the projects; and

WHEREAS, the STIP, in the first year, includes only those projects that have been selected in accordance with federal project selection requirements for nonmetropolitan areas; and

WHEREAS, the STIP was developed in accordance with all applicable federal requirements including adequate opportunity for public involvement and comment.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the FY01-05 STIP for all modes (aeronautics, bicycle/pedestrian, highways, public transportation, and rail) as well as Highway Safety, the Metropolitan Planning Organizations' Metropolitan Improvement Programs as mirrored in the STIP, and Statewide Projects. Any changes approved at the September 21-22, 2000 Idaho Transportation Board meeting will be included in the recommended STIP; and

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board approves the transmittal of the recommended FY01-05 STIP to the FHWA and FTA for their review and approval.

Annual Speed and Collision Report. Acting Traffic Engineer Lance Johnson provided a history of speed limits in Idaho and an overview on the coordination with the Office of Highway Safety and Division of Transportation Planning in compiling the speed and collision report. The 1999 findings were similar to the previous year's. Some of those findings include increased speeds on all study and control corridors; total collision rates increased on all study and urban interstate control corridors, but decreased on rural and non-interstate control highways; the percentage of motorists exceeding the posted speed limit on all study corridors decreased; and the pace for commercial vehicles is approximately 8 mph less than for passenger vehicles. Additionally, the cause/effect relationship between increased speed limits and changes in collision rates was not confirmed, as other factors such as seat belt use, alcohol/drug impaired drivers, law enforcement, and safety projects all have an effect. No widespread changes are recommended, but the Districts are encouraged to continue reviewing specific locations to ensure the speed limit is appropriate.

Mr. Johnson also responded to an earlier inquiry regarding rural states' fatality rates. A recent National Safety Council report indicated that rural states have higher fatality rates because of higher speeds on average due to less congestion and accidents often occur further away from hospitals and medical services. Member Blick asked if rural, gravel roads are included in the fatality statistics or only state highways. Steve Rich from the Office of Highway Safety responded that all public roadways are included in the data, including gravel roads.

Chairman Winder thanked Mr. Johnson for the report.

Speed Minute Entry Changes on US-20, District 6. Assistant District 6 Engineer (ADE) Tom Cole reported that the District Traffic Engineer conducted a speed study on US-20 from Idaho Falls, MP 308.6, to the Idaho/Montana state line, MP 406.3. Based on the speed study and suggestions from the Idaho State Police (ISP), and the cities of Ashton and Island Park, District 6 requests revisions to the speed limit on US-20. The existing 55-mph speed limit would be retained from Idaho Falls (MP 308.99) to an area one-half mile east of Rigby (MP 320.676) due to safety concerns regarding the existing at-grade crossings. Upon completion of the interchange and the closure of adjacent approaches at the at-grade crossing at the Bonneville/Jefferson county line, programmed for 2001, the speed limit will be reviewed.

From Rigby to an area approximately one mile east of Sugar City (MP 339.66), the speed limit is recommended to be increased from 55 to 60 mph. This was also based on discussions with ISP, with the understanding that the speed limit will be revisited upon completion of the interchange project that will replace the existing at-grade intersection at the Sugar/Salem Road.

Staff recommends increasing the speed limit from Sugar City to the Montana state line to 65 mph with four 45-mph zones in the following areas: within the Island Park city limits, three new 45-mph zones are recommended with an extension of an existing 45-mph zone; and within the Ashton city limits, the study recommends lengthening an existing 45-mph zone. The cities of Island Park and Ashton concur with these changes. Additionally, these changes would not take effect until April 2001 at the request of ISP. This will allow ISP to complete the training of additional enforcement officers. CE Ross added that he met with an ISP official on these speed limit proposals, and received support for these recommendations.

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

RES. NO. WHEREAS, by virtue of sections 49-201, 202 and 49-661, Idaho Code, it is the  
TB00-75 duty of the Idaho Transportation Department to regulate traffic in the form of speed zones, parking regulations, the use of traffic control devices, railroad grade crossings, and selective vehicle exclusions on the State Highway System upon the basis of an engineering and traffic investigation; and

WHEREAS, the Idaho Transportation Board may determine and declare a reasonable and safe maximum speed limit, not to exceed a maximum limit of seventy-five (75) miles per hour on interstate highways and sixty-five (65) miles per hour on state highways; and

WHEREAS, by virtue of section 49-201(4), Idaho Code, an engineering and traffic investigation is required to determine the appropriate speed limit; and

WHEREAS, District 6 completed an engineering and traffic investigation from milepost 308.6 to 406.3 on US-20 that recommended an increase in the posted speed limit on portions of the highway; and

WHEREAS, traffic minute entries document the Department's regulation of traffic.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the revisions to the speed minute entry, as recommended by the District; and

*BE IT FURTHER RESOLVED*, that the revisions to the speed minute entry become effective April 2, 2001.

Speed Limit Entry Change on SH-87, District 6. According to ADE Cole, the District conducted a speed study on SH-87, and based on the speed data collected, recommends changing the 55-mph zone along the entire length of SH-87 to 65-mph. The speed limit will be increased from the junction of US-20, MP 0.0, to the Idaho/Montana state line, MP 9.145. The city of Island Park concurs with this change.

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

RES. NO. WHEREAS, by virtue of Sections 49-201, 202 and 49-661, Idaho Code, it is the  
TB00-76 duty of the Idaho Transportation Department to regulate traffic in the form of speed zones, parking regulations, the use of traffic control devices, railroad grade crossings, and selective vehicle exclusions on the State Highway System upon the basis of an engineering and traffic investigation; and

WHEREAS, the Idaho Transportation Board may determine and declare a reasonable and safe maximum speed limit, not to exceed a maximum limit of seventy-five (75) miles per hour on interstate highways and sixty-five (65) miles per hour on state highways; and

WHEREAS, by virtue of Section 49-201(4), Idaho Code, an engineering and traffic investigation is required to determine the appropriate speed limit; and

WHEREAS, District 6 completed an engineering and traffic investigation on SH-87 that recommended an increase in the posted speed limit; and

WHEREAS, traffic minute entries document the Department's regulation of traffic.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the revisions to the speed minute entry, as recommended by the District.

Telecommunication Infrastructure within Controlled Access Rights-of-Way. Traffic Staff Engineer Mike Villnave reported that staff, along with a consultant, is reviewing the issues involved in allowing telecommunication infrastructure within rights-of-way, partly due to the Telecommunications Act of 1996 and companies asking if ITD will open its rights-of-way for this infrastructure. ITD's telecommunication goals include continuing Intelligent Transportation Systems (ITS) advancements, developing ITS traffic management centers, and cooperating with other state agencies in this arena. A variety of stakeholders are involved in this issue, such as other state agencies, rural communities, the Rural Economic Development Council, neighboring states, schools, and hospitals. When determining the compensation Idaho should receive for allowing use of controlled access, Mr. Villnave emphasized the need for fair and reasonable compensation.

Some of the issues that need to be resolved are state law, ITD policy, land ownership, ensuring public safety, and establishing a non-exclusive competitive process for all. Some of the recommendations include using guidelines established by FHWA and the Federal Commerce Commission, limiting inconvenience, allowing access through a permit system, allowing all bidders to participate, and seeking a single maintenance company. In conclusion, Mr. Villnave stressed that this issue is still in its infancy and additional work needs to be done.

Chairman Winder thanked Mr. Villnave for the update and expressed appreciation for the work on this important issue.

Briefing on Anti-Skid Material and Anti-Icing. At the request of the Board, Assistant Maintenance Engineer Bryon Breen reported on anti-skid material. His presentation included specifications, effectiveness of magnesium chloride, cost comparisons, and air quality considerations. Mr. Breen also provided samples of anti-skid specification screen sizes for the Board to view. Some of the improvement measures the Department is undertaking in this area

include improved equipment, operator training, roadway weather information system/pavement weather forecasting, and pre-wetting abrasives. Additionally, some Districts are experimenting with other methods. These results are monitored to determine if usage of the material may be appropriate in other areas.

Chairman Winder thanked Mr. Breen for the informative presentation.

Contract Awards. The low bid on STP-BR-2360(103), key 6945 – Deep Creek Bridge, Twin Falls County, District 4, was more than ten percent over the engineer's estimate, requiring justification. In reviewing the bids, the significant differences were in Structure Excavation Sch. No. 1, 19mm Aggregate for Base, Concrete C1. 27.5, Concrete Parapet, Prestressed Slab, Survey, Removal of Detour, Impact Attenuators, and Placement and Removal of Diversion Bridge. All of the bidders were fairly close in their bids, which suggests that the District's estimate of the unit costs were underestimated. Staff does not anticipate a savings from rebidding the project based on the low variance between bidders, and recommends awarding the project.

Member McClure made a motion, seconded by Member Blick, to approve the award of key 6945 to the low bidder: Universal Construction, Inc., Emmett, Idaho - \$734,811.07. The motion passed unopposed.

Member McHugh made a motion to approve the award of STP-3782(101), key 5153 - SH-69, Kuna to Amity, Ada County, District 3 to the low bidder: Steelman-Duff, Inc., Clarkston, Washington - \$7,643,264.39. Member McClure seconded the motion and it passed unopposed.

The low bid on STP-3230(104), key 6982 – 44<sup>th</sup> to Junction I-84, Garden City, Ada County, District 3, was more than ten percent over the engineer's estimate, requiring justification. The largest discrepancy from the engineer's estimate was in bid items 20, PL MX PAV CL 1 and item 45, PL MX SEAL TY PMS-MG. In reviewing the other contractors' bids, the low bidder's price is reasonable and reflects recent increases in material costs not addressed in the engineer's estimate. The engineer's estimate was developed using the Average Unit Price Report for October 1998 to October 1999, which does not reflect recent price increases for asphalt and were not accounted for by the consultant. If petroleum prices are anticipated to decrease, re-advertisement might provide significant savings, however, this is not foreseen and the District recommends awarding the bid.

Member Sweeney made a motion to award key 6982 to the low bidder: Idaho Sand & Gravel Company, Nampa, Idaho - \$808,808.08. Member McClure seconded the motion and it passed unanimously.

The low bid for STPG-0900(103), key 5711 – Whiskey Jack Road, Nr. Kootenai, Bonner County, District 1, was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the Average Unit Bid Price Report combined with Abstract of Bid from similar projects. The major differences between the engineer's estimate and the low bidders are in the earthwork items, the asphalt for tack, and traffic control items. Staff believes its estimates for the earthwork items and tack were low due to the small

quantities and the estimate for traffic control items were low based on current wage rates. Because of the great importance of this project for safety reasons, and the disbelief that rebidding the project would provide substantial cost savings, staff recommends awarding the bid.

Vice Chairman Combo made a motion to award key 5711 to the low bidder: Fix It Fitz Construction, Inc., Sandpoint, Idaho - \$257,914.42. Member McHugh seconded the motion and it passed unanimously.

Claim on SH-7, Orofino North City Limits to Ahsahka, District 2. The contractor's claim on the project to widen, reconstruct, and repave 2.5 miles of SH-7 encompasses several issues it alleges delayed the work and caused impacts to its operations. The issues referred to in the claim are delay, differing site condition, differing site condition of defective design, defective design, traffic delays arising from increased summer recreational traffic, and constructive acceleration. CE Ross reported that the original claim was for \$564,126, and he found entitlement for \$70,060.54, leaving a net claim of \$494,065.46. The contractor declined using a Dispute Review Board or mediation and requests a binding arbitration agreement.

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

RES. NO. WHEREAS, Seubert Excavators, Inc. has filed a claim for additional  
TB00-77 compensation on contract no. 5746; key 4758; and

WHEREAS, the Chief Engineer found partial entitlement on certain items and those items have been paid; and

WHEREAS, staff and Seubert Excavators, Inc. have negotiated a proposed binding arbitration agreement to resolve all issues.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes the Chief Engineer to enter into a binding arbitration agreement to resolve this matter.

Claim on SH-55, SH-44 North and Beacon Light Road, District 3. This claim arises from the project to realign SH-55 from State Street to Beacon Light Road and widen the highway from Beacon Light Road to milepost 50.2. The contractor has two claims: plan error and owner interference with respect to the contractor's paving operations. CE Ross said he found partial entitlement on the sub-base overrun in the amount of \$72,154 and that amount has been paid. No entitlement was found for the owner interference claim. The contractor's remaining claims are for \$609,023, and the contractor has requested that the Board authorize the claim to be resolved by binding arbitration, using the American Arbitration Association.

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

RES. NO. WHEREAS, Steelman-Duff, Inc. has filed an appeal of the Chief Engineer's  
TB00-78 decision on contract no. 5839; keys 3758 and 6295; and

WHEREAS, the Chief Engineer found partial entitlement on certain items and those items have been paid; and

WHEREAS, staff and Steelman-Duff, Inc. have tentatively agreed to have this dispute resolved by binding arbitration using the American Arbitration Construction Rules.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes the Chief Engineer to enter into a binding arbitration agreement to resolve this matter.

WHEREUPON the meeting recessed at 5:20 PM.

September 22, 2000

The Transportation Board meeting reconvened at 8:30 AM on Friday, September 22 at the Transportation Department, Boise. All members were present.

Video Presentation. Public Affairs Officer Jeff Stratten reported that the public service announcement for the Idaho Historical Marker Guidebook has been airing recently and the brochure remains very popular. Chairman Winder concurred that the public service announcement was very well done and suggested recognizing the individuals involved in developing and producing the video.

Mr. Stratten played a video that was developed to educate truckers on the new registration system, which replaces the weight distance tax. The Board complimented the DMV and Public Affairs employees for developing the educational video. DMV Administrator Morris Detmar stated that training sessions are being conducted throughout the state to educate the public on the new registration system. Overall, the meetings to date have received positive responses and were well received.

Navajo Aircraft. For the last 18 months, the Division of Aeronautics monitored the usage and flight hours of the state's Piper Navajo aircraft, according to Aeronautics Administrator (AA) Bart Welsh. When the King Air was put into service in March of 1999, the utilization rate of the Navajo was questioned. With the cancellation of the lease on the Cessna 421, the Navajo became the only other twin-engine state aircraft, and has flown between 150 and 200 flight hours per year. For FY00 it flew 180 hours, carrying 305 passengers for 16 different state agencies. Some agencies specifically request the Navajo because of its lower operational costs. The remainder of the usage accrues as a back-up for the King Air. State agencies often request the King Air but use the Navajo if the King Air is not available. The Navajo is also the all-weather backup when the King Air is out of service for inspections or maintenance.

The aircraft was purchased in 1994, and both engines were replaced in 1997 and both propellers were overhauled. It is a relatively low maintenance aircraft and is at this time in excellent condition and is serving an important part of the aircraft pool. The Aeronautics

September 22, 2000

Advisory Board (AAB) believes the Navajo should be retained and kept in service as a second passenger carrying aircraft in the state aircraft pool. Staff concurs with this recommendation.

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

RES. NO. WHEREAS, the Division of Aeronautics operates a Piper Navajo aircraft to  
TB00-79 transport state staff to conduct their business; and

WHEREAS, the Navajo continues to be servicing that need; and

WHEREAS, this aircraft continues to be used about the same as it was before the King Air was added to the air pool; and

WHEREAS, the Navajo serves as an all-weather backup for the King Air; and

WHEREAS, the members of the Aeronautics Advisory Board continue to feel that the Navajo should be retained.

*NOW THEREFORE BE IT RESOLVED*, that the Navajo should be retained as an essential part of the Aeronautics pool until such time as it needs to be replaced or is no longer needed.

King Air Update. AA Welsh provided a history on the acquisition and usage of the state's King Air aircraft. The current rate for the King Air is \$465 per hour, plus the pilot's hours, which are billed at \$35 per hour, for a total of \$500. However, the operational cost of the aircraft is \$700. The difference between the amount paid by the utilizing agency and the actual total cost is made up by a \$71,300 ITD supplemental transfer to the Division of Aeronautics. AA Welsh reported that six other states that operate a King Air that he contacted also subsidize the charge rate. The amount of the subsidy ranges from \$25 to \$340 per hour, with the source of the subsidy varying, including from general funds. The AAB discussed the subsidy of the King Air at its meeting earlier this week and recommends retaining the existing subsidy.

Member Blick expressed concern with ITD subsidizing the King Air for other state agencies. He does not believe it is equitable for ITD and suggested increasing the hourly rate. Member McClure concurred that the rates should cover the operational costs of the aircraft. Before any action is taken, he requested statistics on the usage of the King Air, and the potential impact to the state agencies if the hourly rate is increased. Because of state agencies' budget cycles, Vice Chairman Combo stressed the need to consider the timing of implementing any rate increase. The consensus of the Board was to have staff look at the timing of a rate increase, communicate with its customers on this issue, and provide a history of and statistics on the usage of the King Air.

Employee Service Awards. The Board participated in the semi-annual employee service awards. Member Sweeney provided remarks on behalf of the Board. Vice Chairman Combo assisted with the presentations of the five-year awards to Chairman Winder and Members McClure, McHugh, and Miller.

Executive Session on Personnel and Legal Issues, Section 67-2345(1)(b) and (f), Idaho Code. Vice Chairman Combo made a motion, seconded by Member McHugh, to meet in executive session at 11:15 AM to discuss personnel and pending litigation issues. The motion passed unanimously.

The Board came out of executive session at 12:30 PM. No decisions were made.

Director's Items, Continued. Director Bower reported that the U.S. House of Representatives has appointed members to the transportation appropriations conference committee. It appears that funding is not a major issue in the bill, but rather sanctions are a main discussion point.

The Sawtooth National Recreation Area is planning a dedication ceremony next month in honor of the recent state acquisition of the Stanley Airport, according to Director Bower.

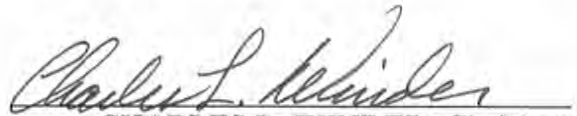
Director Bower met with Boise Airport Manager John Anderson recently to continue discussions on the relocation of the Division of Aeronautics. The Airport would like the state facilities moved by the spring of 2002. Additionally, the Airport is interested in acquiring the Department's maintenance facility along I-84, and combining action on the two facilities as part of one deal is being considered.

The Garden City Council approved the Wal-Mart development at the corner of State Street and Glenwood, SH-44 in Ada County. Director Bower said the District Office submitted a letter to the City Council with requirements if the development is allowed.

In conclusion, Director Bower reported that he and BPIRM Detmar met with Representative Jim Kempton and Senator Evan Frasure separately last week. A number of issues were discussed, including proposed legislation, the Department's budget, and statewide issues. He believes the meetings were beneficial.

Old/New Business. Vice Chairman Combo requested a staff presentation on the public hearing process. He commented that the brochures developed for public meetings and hearings are well done and very professional and he would like to learn more about the process.

WHEREUPON, the regular monthly Board meeting officially adjourned at 12:45 PM.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
October 20, 2000  
Idaho Falls, Idaho

# REGULAR MEETING AND DISTRICT 6 TOUR OF THE IDAHO TRANSPORTATION BOARD

October 19-20, 2000

The Idaho Transportation Board met at 8:30 AM, on Thursday, October 19, in Idaho Falls. The following principals were present:

Charles L. Winder, Chairman  
John X. Combo, Vice Chairman – District 6  
Bruce Sweeney, Member – District 2  
Monte C. McClure, Member – District 3  
Gary Blick, Member – District 4  
Neil Miller, Member – District 5  
Sue S. Higgins, Secretary to the Board  
Dwight Bower, Director  
Jimmy Ross, Chief Engineer  
Steve Bywater, Deputy Attorney General  
Tom Cole, Assistant District 6 Engineer  
Steve Moreno, Division Administrator – Federal Highway Administration

Representative JoAn Wood joined the group as it departed east on US-20. After a brief stop at the Rigby maintenance shed, the tour continued on US-20 to the Osborne Bridge to view the construction activities underway. The Board traveled US-20 to the Henry's Lake airstrip, then turned around and drove west on US-20 and south on the Mesa Falls Scenic Byway. After touring the recently renovated Big Falls Inn, the group traveled south on the scenic byway and SH-47. The tour continued on SH-32 and SH-33 to US-20. The Board visited employees and toured the facilities at the District 6 Office in Rigby and returned to Idaho Falls via US-20.

WHEREUPON the meeting recessed at 4:55 PM.

October 20, 2000

The Transportation Board meeting reconvened at 8:20 AM on Friday, October 20 at the City Electric Building in Idaho Falls for a pre-meeting review of the agenda. All members were present except Member McHugh. Chairman Winder officially called the meeting to order at 8:30 AM.

September 21-22, 2000 Board Minutes. Member Sweeney made a motion, seconded by Member Miller, to approve the minutes of the Board meeting held on September 21-22, 2000 as submitted. The motion passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled:  
November 16-17, 2000 – Boise  
December 14-15, 2000 – Boise  
January 18-19, 2001 – Boise  
February 15-16, 2001 – Boise

October 20, 2000

Secretary to the Board (SB) Higgins reported that the Board's planning session has tentatively been scheduled on February 16.

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

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board has  
TB00-80 received and reviewed the report on speed zone changes by city ordinance, the quarterly administrative settlements, the new and supplemental professional agreements report, and the financial statement.

1) Speed Zone Changes by City Ordinance. The Department has authority to determine the reasonable and safe speed limits on the state highway system based on engineering and traffic investigations. However, in 1997 legislation was enacted empowering incorporated cities to set speed limits for those sections of the state highway system within their jurisdiction that are not classified as an interstate or a full controlled access highway. ITD staff performs annual follow-up engineering and traffic investigations in areas where the speed limit was established by city action and varied from the Department's recommendations. Statewide, 14 cities have imposed speed limit changes that have gone against ITD's recommendations.

Before the speed limits were decreased, 25% of drivers were traveling at speeds 5 miles per hour (mph) or more above the posted speed limit. Motorists were exceeding the posted speed limit by an average of 3 mph. Follow-up studies were performed to investigate the consequences of the city-imposed speed limits. These findings revealed that 81% of drivers were traveling at speeds 5 mph or more above the posted speed limit, and drivers were now exceeding the posted limit by an average of 7 mph.

Based on the limited data available in comparing city-imposed speed limits to speed limits established according to engineering and traffic investigations, the results of these studies indicate that drivers continue traveling at speeds they consider reasonable, prudent, and safe. However, it appears that vehicle speeds have decreased in most cases in response to the city-imposed speed limits, but the percentage of vehicles exceeding the speed limit have increased.

2) Quarterly Administrative Settlements. During the quarterly period from July 1 through September 30, staff processed 37 parcels. Of these, 19 parcels, or 51%, had administrative settlements.

3) New and Supplemental Professional Agreements Report. Between September 7 and 29, the Consultant Administration Unit processed \$1,374,944 in new and supplemental agreements.

4) Financial Statement. The federal aid revenue was \$11 million under the forecast for August while the Highway Distribution Account revenue was about \$2.2 million below projections. Aviation fuel tax revenues were above expectations by approximately 23%. Expenditures were below expectations in all categories.

Board Items. Member Sweeney believes there is a misconception amongst some truck drivers that ITD charges a restoration or maintenance fee for using the runaway truck ramps, and

that some truckers have not used the ramps because of this misconception. District 2 has erected signs stating that there is no fine for the use of the runaway ramps. He asked if this is a common misunderstanding throughout the state and if similar signs should be installed at all runaway ramp locations.

Vice Chairman Combo suggested discussing this issue with the Motor Carrier Advisory Committee at the joint meeting planned in December. Chairman Winder also asked staff to review the sign language and consider wording to the effect "no restitution fee" for clarification, as there are other costs associated with using the ramps.

SB Higgins reported that the Board minute entries regarding new and supplemental professional agreements are incorrect for an extensive time period. The agenda items have included language detailing each supplemental agreement for the reporting period followed by a total for all new agreements. When preparing the minutes, SB Higgins added the totals for all of the supplemental agreements to the new agreement amount and recorded one grand total in the official minutes. She recently discovered that the new agreements amount in the agenda item already included the supplemental agreements, so the total for the supplemental agreements has been added twice in the figure presented in the minute entries.

The consensus of the Board was that this notification and minute entry is sufficient correction.

Member Miller relayed concerns District 5 has with utilities in the right-of-way. A company that was asked to move its utilities appeared uncooperative and unwilling to move the utilities in a timely manner. There was also an instance where the utilities were installed in an uneven line, weaving in and out of the Department's right-of-way. It was suggested that the utility company provide the Department with a plan of where the utility will be installed.

CE Ross said the application for a permit to install utilities on ITD right-of-way usually includes a plan of where the utility will be placed and the depth. Staff reviews the plan and if it is acceptable, a permit is authorized. He added that staff seldom verifies the exact location of the installed utilities, however, the permit could be modified to include that either ITD or a third party will monitor the installation and ensure the utilities' location. Under current policy, if utilities need to be moved, the utility company is responsible for moving them if they are located on ITD right-of-way. CE Ross also stated that the installation of fiber optics is more critical and will be monitored closer.

Member Blick asked if the Department has recourse if the company does not move its utilities in a timely manner. CE Ross said the Public Utilities Commission is contacted, but staff tries to provide sufficient time for the relocation of utilities. The consensus of the Board was to have staff review the current permit process and consider appropriate revisions to address these concerns.

Chairman Winder said he received a letter from the City of Payette requesting that consideration be given to water flow and flooding concerns along US-95 near the Payette River in the design of the project to replace the northbound bridge over the Payette River. CE Ross responded that staff is aware of these concerns and will review the need for flood control.

Director's Items. On October 17, Director Bower attended the dedication ceremony for the Stanley Airport acquisition. Governor Kempthorne and Chairman Winder were some of the speakers at the program and Vice Chairman Combo was also in attendance. Director Bower thought the program was very well done and there was a lot of support from the community.

Director Bower, CE Ross, and representatives from Ada County Highway District (ACHD) met recently with developer Larry Durkin. A call center is being planned near I-84 and 10 Mile Road in Ada County, along with other residential and business developments. Mr. Durkin is interested in partnering with ITD for the construction of an interchange at that location. The proposal is preliminary and there are no cost estimates at this time.

Director Bower summarized the appropriations bill. Although President Clinton had not signed the bill yet, he is expected to sign it. The revenue aligned budget authority portion is \$3 billion nationally, which is double last year's amount. Idaho's portion will be approximately \$20 million, which should enable ITD to fully fund the FY01 federal Program. The Department's top three federal lands projects, the Clark Fork River Bridge, the City of Rocks, and the Teton Trail Pass Stage 3, received earmark funding, although not in the fully requested amount. An intelligent transportation system project in Moscow received funding, and over \$3 million was received for public transportation purposes. Interstate maintenance discretionary funds were sought for the I-15, Deep Creek to Utah State Line project. Although no earmarks were received in this program, the appropriations bill included \$13.5 million for this project in a new category for miscellaneous highways. No match is required for this Program and the funds are available until they are expended. Idaho will also receive approximately \$26 million in Emergency Relief (ER) funds, which should fund the rest of the state's ER projects. Lastly, Director Bower reported that \$1.9 million was authorized for US-95 in the Corridor Border Program, which was well below the requested \$12 million. Director Bower expressed appreciation to Idaho's Congressional Delegation, as well as a number of ITD employees, who worked hard on the appropriations bill. Staff researched projects and provided a lot of information to the Congressional Delegation, and he was pleased with the outcome.

The Board also expressed appreciation to Director Bower and staff for the work and efforts on the federal appropriations bill. Vice Chairman Combo expressed concern with the large number of earmarks in the bill and suggested this be a topic for discussion, along with reauthorization, at the Board's planning session.

Director Bower was pleased to report that the Welles case was dismissed. Member Sweeney expressed concern with the legal fees on this lawsuit. Director Bower responded that the total cost was just under \$200,000.

Aeronautics Administrator Bart Welsh has announced his retirement, effective October 31. Director Bower said an acting administrator will be appointed during the search for and hiring of a permanent administrator.

A meeting has been scheduled next week with the Governor's Office and the Department of Lands to discuss the proposed WestRock development near Cascade. Director Bower said ITD will be represented at the meeting. If the resort is approved, SH-55 will need approximately

\$16 million in additional improvements to handle the projected traffic. The Department is recommending that the Land Board require the developer to fund these improvements.

Director Bower met with the State Treasurer earlier this week to discuss the American Trucking Association lawsuit settlement. He assured Treasurer Crane that funding is secured to pay the settlement and meet the Department's obligations.

Claim on SH-21, Lowman to Banner Summit, District 3. Klopfer, Inc. has appealed the Chief Engineer's decision on a claim arising from additional scrub coating on the SH-21, Lowman to Banner Summit project. CE Ross offered to settle the claim with an additional payment of \$25,334.18, but the contractor rejected the offer and is seeking an additional payment of \$95,919.47. The contractor has declined using a Dispute Resolution Board.

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

RES. NO. WHEREAS, Klopfer, Inc. has filed an appeal of the Chief Engineer's decision  
TB00-81 on contract number 6157, key 6678; and

WHEREAS, the Idaho Transportation Department has been unable to reach a settlement with Klopfer, Inc. on the claim; and

WHEREAS, ITD Standard Specification authorizes that the dispute be resolved by binding arbitration using the American Arbitration Construction Rules.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes the Chief Engineer to enter into a binding arbitration agreement to resolve this matter.

Contract Award. The low bid on BROS-1500(101) and BROS-1500(100), keys 5165 and 5164 – Blackfoot River Bridge and Tincup Creek Bridge, Caribou County, District 5, was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the Estimator Software Average Unit Bid Price on several items and previous bid histories on specialty items. The major price variations were with the Concrete Class 27.5 AF Sch. No. 2, prestressed stringers, furnish and drive piling, furnish and drive shell pile, and mobilization, reflecting a busy, upcoming construction season for the bidders. Additionally, staff believes the remote location of each bridge caused higher bids. The engineer's estimate did not reflect the remoteness of the bridges with respect to the nearest commercial batch plant and stringer manufacturers, which results in an extended haul to the construction site.

The District and Caribou County do not believe there is a potential savings from re-advertising and the delay effects would be counterproductive. Caribou County has agreed to pay the excess costs associated with the low bid, per the cooperative agreement for the projects. Therefore, staff recommends awarding the bid.

Member Sweeney made a motion to award the bid for projects BROS-1500(101) and BROS-1500(100), keys 5165 and 5164, to the low bidder: Cannon Builders, Inc., Blackfoot, Idaho - \$494,029.25. Member Blick seconded the motion and it passed unanimously.

The low bid on STP-0900(115), key 7619 – Dover to Sandpoint, Bonner County, District 1, was also more than ten percent over the engineer's estimate. The engineer's estimate was developed using the Average Unit Bid Price Report combined with an Abstract of Bid from similar projects. The major difference between the engineer's estimate and the low bidder was in the mobilization, according to CE Ross. The project is important to the District and the Sandpoint area. Because the locals have agreed to fund their portion of the match and staff does not believe re-bidding the project would provide any substantial cost savings, it was recommended to award the project.

Member McClure made a motion to award the bid for project STP-0900(115), key 7619 to the low bidder: Interstate Concrete & Asphalt Company, Sandpoint, Idaho - \$209,916.13. Member Miller seconded the motion and it passed unopposed.

Presentation on Architectural Feasibility Study and Master Plan for ITD Headquarters. Facilities Manager Dave Brown said the Headquarters' facilities were studied because it is desired to bring the Right-of-Way and Bridge Section employees back on campus and relinquish the existing lease on the office space housing them. Also, the Division of Public Transportation and Office of Highway Safety should have permanent offices instead of the modular units, and space is needed for a training center.

Mr. Brown introduced Roxane Mitro, the consultant with Alderson, Karst & Mitro Architects, PA, who conducted the feasibility study and master plan for Headquarters. She provided additional background on the study and outlined the recommendations. Space is available west of the existing Operations Annex for an additional building to house the Division of Highways. This will consolidate the Division, resulting in increased efficiencies. This building would also be a logical location for the training center. The Bureau of Communications has vacated space in the building at the southwest corner of the complex, which would be an ideal location for the mailroom and storage. These changes would free up space in the main Headquarters building for the Division of Public Transportation and Office of Highway Safety.

Ms. Mitro also reported that the District 6 Office facilities are being reviewed too. Plans are being developed to make the building compliant with the Americans with Disabilities Act (ADA) and a draft should be available in a couple of weeks.

Vice Chairman Combo thanked Ms. Mitro for the update on District 6, as the ADA compliant issue has been a concern for some time. Member Blick asked for a study of all of the District offices to ensure necessary upgrades are scheduled and that the Department has an overall plan for its facilities.

Director Bower added that Ms. Mitro's presentation was to inform the Board of the study. The next step will be to design the new building adjoining the existing annex and remodel part of the former Bureau of Communications site. The existing mailroom is a safety concern because vehicles access the office several times a day and that entry is near picnic tables and an area that employees utilize for breaks. He also stated that ACHD has plans in the distant future to extend Rose Street, which could change the main entrance to the complex. Consideration will be given to moving the Division of Motor Vehicles near that entrance in the future because of the need for easy public access to that Division and the desire to have it on the exterior of the campus.

Chairman Winder thanked Mr. Brown and Ms. Mitro for the informative presentation.

Delegation – Public Transit Providers and Users in District 6. Donovan Harrington, Teton Stage Lines, thanked the Board for its time and summarized the public transportation services provided by his company, including school bus and charter services. He relayed the difficulty of competing with a subsidized company like Community and Rural Transit, Inc. (CART). Also, there have been two incidents where higher education has traveled out of state to pick up athletic teams competing at their respective campuses. He believes these institutions should have hired a public transportation provider for these services. He asked for clarification on ITD's authority and who has responsibility to enforce the public transportation regulations.

Chairman Winder responded that the Department has no regulatory authority. ITD coordinates and facilitates public transportation grants for the state's providers. Mr. Harrington believes the Board has authority because it provides funding. Chairman Winder said staff will be asked to provide information to the Board on this, and he thanked Mr. Harrington for his comments.

CART representative Don Thorp expressed his appreciation to the Board for the Vehicle Investment Program (VIP). He believes this program has been very beneficial, especially to rural communities, and thanked the Board for the successful program. He stated that CART is not in the business to make money, but to provide a needed service to the area's citizens. Mr. Thorp also invited Grants Officer Butch Ragsdale and other Division of Public Transportation staff members into his office to discuss and review the services CART provides.

Chairman Winder thanked Mr. Thorp for his remarks. He also expressed appreciation for the valuable service CART provides and for Mr. Thorp's willingness to work with staff to address the concerns expressed earlier.

Bill Larson, Consortium of Idahoans with Disabilities, does not believe the public transportation system in Idaho is adequate to address the needs of its citizens. Employment opportunities for a lot of people are not the regular 8AM to 5 PM schedule, which creates problems for those dependent on public transportation. Outside of Boise, very few route buses are available, according to Mr. Larson, and there is a lack of public transit services for the disabled. In conclusion, he stated his belief that there is a lack of public participation in the decision-making process. The disabled and elderly do not have a voice on the Interagency Working Group, but this segment of population has needs that the Group should be aware of.

Chairman Winder thanked Mr. Larson for his comments.

Living Independently for Everyone representative Denise Myler thanked the Board members for their time. She also thanked the Board for the VIP, which has been very valuable, and encouraged the continuance of the program. She also stressed the importance of seeking other funding sources. A funding mechanism for regional public transportation authorities needs to be developed, especially as more authorities are established throughout the state. She elaborated on the jobs access grant and commuter choice programs. Ms. Myler encouraged ITD to be more proactive in promoting alternative transportation and providing incentives for its employees in this arena. She concluded by stating that she is the legislative liaison for

Community Transit Association of Idaho and is looking forward to continuing work to preserve and expand public transportation in the state.

Chairman Winder thanked Ms. Myler for her presentation and for her statewide efforts to promote public transportation.

Tom Price with Rocky Mountain Trailways thanked ITD for the improvements it has made in the public transportation arena and for the assistance and cooperation staff has provided. Rocky Mountain Trailways is a for-profit company that provides charter service and tours. He echoed some of Mr. Harrington's concerns on the difficulty of competing with CART and that higher education should not be providing public transportation services.

Mr. Ragsdale said that charter services are under federal regulations. CART is in compliance with the Federal Motor Carrier and has been authorized to travel outside of Idaho. He also stated that if CART bids on a public transportation contract, it cannot figure the federal money it receives into the bid. It has to base its bid on actual costs without any subsidy. Mr. Ragsdale also stated that the Division of Public Transportation conducts sight reviews on public transit providers on a regular basis, and CART is scheduled for a review in the next couple of months. The issues raised today will be reviewed.

Chairman Winder thanked Messrs. Price and Ragsdale for the information they provided and asked staff for a follow-up presentation. He added that the Board realizes the important role public transportation plays and will continue its focus on this mode of transportation. He was also pleased to report that Idaho received approximately \$3 million in federal earmarks for public transportation in the recent appropriations bill.

Executive Session on Personnel and Legal Issues, Section 67-2345(1)(b) and (f), Idaho Code. Member McClure made a motion, seconded by Member Miller, to meet in executive session at 11:10 AM to discuss personnel and pending litigation issues. The motion passed unanimously.

The Board came out of executive session at 11:35 AM to recess for lunch.

The Board resumed its executive session on personnel and legal matters at 12:40 PM. The Board came out of executive session at 12:55 PM. No decisions were made.

Delegation – Greater Yellowstone-Teton Clean Cities Coalition (GYTCC). City of Idaho Falls Council Member Mary Klingler welcomed the Board to Idaho Falls. She introduced consultant Jon Lear, who has been assisting the Coalition on its project. GYTCC is a regionally-based group of public and private sector interests located in and near Yellowstone and Grand Teton National Parks. Its purpose is to increase awareness of and the use of alternative fuels and alternative fuel vehicles in the area to help reduce pollution. Domestic sources are being researched for the alternative fuels and this movement is both an economical and an environmental effort. Mr. Lear said a number of fueling stations are planned throughout the area the next several years, starting with sites in Idaho Falls and Jackson. These sites will have compressed natural gas (CNG) or liquefied CNG facilities.

The Coalition applied for funding through the Congestion Mitigation/Air Quality (CMAQ) Program, however the project did not rate high enough and the Technical Review Committee did not recommend funding it. Mr. Lear encouraged the Board to fund alternative fuels projects in this Program. He added that the Coalition will also seek CMAQ funds from Montana and Wyoming.

Basil Barna, Idaho National Engineering and Environmental Laboratory (INEEL), also spoke in support of this project. The Consortium, consisting of ITD, FHWA, INEEL, and the University of Idaho, has been working on alternative fuels projects for a number of years.

Member Sweeney asked if the oil industry opposes this project. Mr. Lear responded that it has not fought alternative fuel efforts. Natural gas is part of the oil industry and it responds to the market demands. It is involved in alternative fuel projects, however, the project in the Yellowstone-Teton Parks area is not a high priority for the industry.

Member McClure questioned the states' funding mechanism for alternative fuels and if there are provisions to tax the fuel similar to the current gasoline and diesel fuel tax structure. Mr. Lear said that funding mechanisms are already in place. There is a 6% per gallon federal tax on natural gas. He does not believe a strong tax should be in effect initially, but as more vehicles switch to alternative fuels and the market is sustainable, then the tax could be increased.

Chairman Winder thanked the Coalition members for the informative presentation.

Executive Session on Personnel Issues, Section 67-2345(1)(b), Idaho Code. Member Sweeney made a motion, seconded by Member McClure, to meet in executive session at 1:30 PM to discuss personnel issues. The motion passed unanimously.

The Board came out of executive session at 2 PM. No decisions were made.

New Business. CE Ross was pleased to announce the promotion of Tom Cole to the District 6 Engineer position.

Meeting with Idaho State Police (ISP). The Board departed the City Electric Building and stopped at the ISP Office in Idaho Falls. Captain Patrick McDonald thanked the Department for including ISP in the traffic safety project. He complimented Director Bower and CE Ross for developing the Engineering, Education, and Enforcement (3E) Project. The project in District 6 to install rumble strips on I-15 to prevent drowsy drivers from leaving the pavement appears to be successful. He believes over time the rumble strips will make a big difference in preventing accidents. Captain McDonald said that excessive speed is a problem, especially on I-15.

In response to Chairman Winder's question on other assistance the Department can provide, Captain McDonald said more funding is needed. ISP plans to apply for more grants. The next area of focus for the Idaho Falls office will be US-26 in the vicinity of the INEEL site. He added that another area of emphasis is child restraints.

Member Sweeney asked if ISP anticipates an increase in traffic during the 2002 Olympics in Utah. Captain McDonald said he is expecting additional traffic at that time and has

asked his officers not to take leave time then. In conclusion, he thanked the Board members for their time and expressed appreciation for the excellent relationship his office has established with the ITD District 6 Office.

Chairman Winder thanked Captain McDonald for his remarks and for his efforts in law enforcement.

Tour – Idaho Falls Maintenance Shed. Facilities Manager Dave Brown elaborated on the newly-installed security system at the maintenance yard. The same log-in system will be installed at the other Districts. The new system is very efficient and will pay for itself soon. The Board also viewed the newly-constructed maintenance shed.

Tour – Pacific Fighters. The Board traveled to Pacific Fighters where owner John Muszala elaborated on its business of restoring fighter planes. The company has won several national awards for its restoration work. The Board thanked Mr. Muszala for the tour of the facilities and congratulated him on the company's success.

Delegation – Fanning Field Airport Manager Mike Humberd. Mr. Humberd summarized the activities and growth occurring at the Idaho Falls airport. He outlined the improvements planned the next several years, including an extensive remodel of the terminal, rehabilitation of the short runway, and improvements to the ramp to accommodate more general aviation. In conclusion, he expressed his pleasure with the AIR-21 bill and said the increased funding has been very beneficial.

WHEREUPON, the regular monthly Board meeting officially adjourned at 4 PM.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
November 16, 2000  
Boise, Idaho

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 16-17, 2000

The Idaho Transportation Board met at 8:20 AM, on Thursday, November 16, at the Idaho Transportation Department, Boise, for a pre-meeting review of the agenda. Chairman Winder called the meeting to order at 8:30 AM. The following principals were present:

Charles L. Winder, Chairman  
 John X. Combo, Vice Chairman – District 6  
 John McHugh, Member – District 1  
 Bruce Sweeney, Member – District 2  
 Monte C. McClure, Member – District 3  
 Gary Blick, Member – District 4  
 Neil Miller, Member – District 5  
 Sue S. Higgins, Secretary to the Board  
 Dwight Bower, Director  
 Jimmy Ross, Chief Engineer  
 Steve Bywater, Deputy Attorney General

October 19-20, 2000 Board Minutes. Member Blick made a motion, seconded by Member Sweeney, to approve the minutes of the Board meeting held on October 19-20, 2000 as submitted. The motion passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled:  
 December 14-15, 2000 – Boise  
 January 18-19, 2001 – Boise  
 February 15-16, 2001 – Boise  
 March 15-16, 2001 – Boise

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

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves  
 TB00-82 the relinquishment of a former portion of US-95, to Boundary County, District 1; the relinquishment of a former portion of SH-55, to Ada County Highway District, District 3; the certification of revenue and disbursements; and the right-of-way permit number 1-00-068, District 1; and has received and reviewed the contract award information, the new and supplemental professional agreements report, the speed minute entry changes, and the September financial analysis.

1) Relinquishment of a Former Portion of US-95, to Boundary County, District 1. A Road Closure and Maintenance Agreement between Boundary County and ITD dated February 1997 removes a portion of US-95 from Milepost (MP) 509.24 to MP 509.88 from the state highway system upon completion of the North Bonners Ferry to Junction US-2 project. The new facility was opened to traffic in June 2000. This relinquishment was presented to the Board in September, however it was deferred because of concerns with the mileposts. Staff reviewed the

mileposts and made corrections accordingly. The official minute relinquishing this portion of US-95 is shown as Exhibit 234, which is made a part hereof with like effect.

2) Relinquishment of a Former Portion of SH-55 to Ada County Highway District (ACHD), District 3. A portion of former SH-55 at Beacon Light Road is to be relinquished to ACHD. It was not adequately described in a Road Closure and Maintenance Agreement dated July 1996 and the Official Minute dated January 1998. A new agreement with ACHD was made in March 1998, and a legal description of real property, Parcel 1D, was recently completed. The Official Minute, as shown as Exhibit 235, which is made a part hereof with like effect, will transfer this parcel.

3) Certification of Revenue and Disbursements. The Certification of Revenue and Disbursements, as shown as Exhibit 236, which is made a part hereof with like effect, was submitted for Board approval in conformance with the requirements of Section 40-708, Idaho Code.

4) Right-of-Way Permit #1-00-068, District 1. Randy Ross of R & R Contracting, a heavy equipment repair facility, is requesting the relocation of an existing 24' commercial approach on US-95, about 4 miles south of Sandpoint, in Type II Control of Access. The approach was deeded to the original property owners by the State of Idaho in February 1960. The approach is described on the deed as 24' in width at Station 35+25(LT) to be used for commercial and residential purposes only. The applicant is requesting to relocate the approach to Highway Station 35+40 LT. This change would move the approach 15' to the north of the deeded approach location, and the approach would remain on the west side of US-95.

The Right-of-Way Use Policy requires an exchange deed to be issued for relocated approaches if Access Control was approved by the Board prior to October 1978. Staff has reviewed the request and recommends approval of the approach relocation on the basis of improved sight distance. An appraisal is not required for an approach relocation.

5) Contract Award Information. Key #7209, Towne Square Mall Signal Control Meas. Low bidder: Quality Communications - \$123,864.

Key #8297 - I-184, Wye Interchange, Stage 1, Housing Demolition, District 3. Low bidder: Beco Construction Company, Inc. - \$39,690.

Key #6030 - US-20B, Boulevard Grade Separation, Idaho Falls, District 6. Low bidder: Idaho Construction Company, Inc. - \$810,897.

Key #6650 - SH-32, Bitch Creek Bridge, Teton County, District 6. Low bidder: Adams & Smith, Inc. - \$2,225,703.

6) New and Supplemental Professional Agreements Report. From September 30 to October 30, the Consultant Administration Unit processed \$1,750,680 in new and supplemental agreements.

7) Speed Minute Entry Change. The Mountain Home City Council passed a motion to extend the existing 25-mile per hour (mph) zone on SH-51 by .471 miles within the city limits. This change also reduced the existing 35-mph zone by .471 miles.

8) Financial Statement. Actual year-to-date revenues in the Highway Distribution Account exceeded the forecast by \$126,026 and by \$118,438 in the State Aeronautics Fund. The above numbers are based upon the revised forecast of August 15, 2000, which are not reflected in the September financial report. October's report will reflect the revised forecast numbers. The expenditures are below expectations in all categories except Aeronautics' personnel. Also, to offset the downward adjusted revenue forecast for the State Highway Fund, holdbacks have been allocated under Personnel Costs.

Board Items. Chairman Winder mentioned the Office of Highway Safety's recent campaign to curb aggressive driving, which has a significant impact to the safety of the traveling public. He mentioned that aggressive driving behavior was a contributing factor in 59% of all crashes and there was a 46% increase in fatalities attributed to aggressive driving in Idaho in 1999. He asked staff to evaluate the statistics and to consider additional programs to increase the public's awareness of the dangers of aggressive driving, such as through paid advertisements.

Office of Highway Safety Manager JoAnn Moore elaborated on the partnership with private businesses to address aggressive driving statewide. A number of gas station owners are contributing advertisement space at the fuel pumps, and radio stations have been covering this campaign. She added that student body presidents from area colleges have been solicited to help relay this important safety message. The Office of Highway Safety will continue emphasizing the dangers of aggressive driving behaviors, with a re-emphasis on this program planned around Memorial Day.

Member McClure reported on two recent fatal accidents in the Treasure Valley. An individual was in the queue at both locations and expressed frustration with the long traffic delays because of the accidents. He asked CE Ross to review the traffic control plan at accident sites.

A recent article in "Better Roads" emphasized that keeping traffic moving and reducing congestion results in less pollution. Member Miller thought it was an excellent article and encouraged staff, particularly the Public Affairs Office, to share the information as appropriate. Director Bower added that there are a number of initiatives occurring nationwide to acknowledge the positive things the transportation industry is doing for the environment, safety, and economics.

Member McHugh reported that the Bridging the Valley Study underway in District 1 appears to be going well. ITD partnered with the Washington State Department of Transportation and Spokane Regional Transportation Council to conduct a railroad consolidation study. This effort is examining the feasibility of combining the Burlington Northern Santa Fe and Union Pacific (UP) main lines into one corridor, which would result in the closing of approximately 30 at-grade crossings in Kootenai County.

Director's Items. Director Bower provided information on the FY01 federal aid appropriations. Idaho's formula, Revenue Aligned Budget Authority, and high priority projects portion for obligation authority will be \$209.9 million.

The first refund payments as a result of the American Trucking Association lawsuit were made earlier this month, according to Director Bower. The second round of checks will be distributed in February or March. Staff has been providing data and assistance for these payments and he believes the Department is on schedule and this process is going well.

Director Bower reported that he would be attending the annual American Association of State Highway and Transportation Officials conference in Indianapolis, Indiana next month. Vice Chairman Combo, CE Ross, Assistant Chief Engineer – Development Steve Hutchinson, and District 4 Engineer Devin Rigby are also planning to attend. He added that a meeting with Federal Highway Administrator Kenneth Wykle has been scheduled and staff is still coordinating a meeting with the five-state coalition.

Special Recognition for Efforts on Federal Appropriations Bill. Chairman Winder believes Idaho enjoyed extraordinary success in the federal appropriations bill, particularly with earmarked funding, because of staff's extra efforts on this issue. The additional funds ITD will receive was the result of staff's coordination and communication with the state's congressional delegation and extensive work to prepare applications for discretionary funds. The Board thanked the employees for their extra time and efforts on the appropriations bill, along with Director Bower for his oversight and leadership.

Delegation – Community Planning Association of Southwest Idaho (COMPASS). COMPASS Deputy Director Erv Olen reported that FHWA has invited COMPASS to consider a feasibility study of value pricing concepts in the fast-growing Treasure Valley. Traffic on I-84, particularly west of the Wye Interchange, is growing at a phenomenal rate and experiencing heavy congestion during peak periods. The Transportation Equity Act for the 21<sup>st</sup> Century provides for an experimental pilot program to test value pricing techniques such as congestion or peak hour pricing to address growing congestion. The COMPASS Policy Board will decide Monday if it will apply for a grant to conduct a feasibility study of value pricing techniques along the I-84 corridor in the Treasure Valley. Mr. Olen said that if an application is submitted, COMPASS will continue working closely with ITD and ACHD on this issue.

Chairman Winder thanked Mr. Olen for informing the Board of this proposal.

Status Report – Boise Cut-off from Nampa to Boise, District 3. Senior Transportation Planner Ron Kerr provided background information on the Boise cut-off, 44 miles of UP Railroad line that runs from the main line in Nampa through the cities of Meridian and Boise and rejoins the main line near the old town site of Orchard south of Boise. Since Amtrak rail passenger service ceased in 1997, only local freight operations are conducted daily on this line. In May 1999, UP requested and received approval from the federal Surface Transportation Board to abandon 18.2 miles of the cut-off from south of Boise to just north of Orchard. The railroad company later donated 14 miles of this corridor to Boise City and the City then purchased the remaining 4.2 miles.

It is doubtful that UP would seek abandonment of the remaining 26 miles of this cut-off from Nampa through Boise because there are a number of active rail freight customers on this section. UP retains the right to negotiate for any passenger service in the future. The City of Boise has expressed interest in preserving and possibly acquiring the cut-off from Boise to Nampa for possible future commuter rail service. A transit plan to evaluate the overall public transit needs of the Treasure Valley, including a possible commuter rail system, has been tabled by COMPASS. Currently, the intent is that the newly-formed regional public transportation authority, Valley Inter Area Transportation (VIA Trans) will oversee development of the transit plan. The timeframe for the development of the transit plan is unknown, as VIA Trans has not hired an executive director and staff yet.

Mr. Kerr outlined possible funding sources, including federal, local, and private. Federal Transit Authority funds from Section 5309 Discretionary Program could be used for mass transit capital projects and purchasing right-of-way. Additionally, Section 5307 Urbanized Formula Funds can also be used for transit purposes. Local Urban, Local Rural, and State Surface Transportation Program (STP) funds could be used to purchase abandoned railroad right-of-way for future transportation uses. Additionally, STP funds could be used in the planning process to develop a detailed implementation study, and Congestion Mitigation/Air Quality Program funds could also be used. He concluded by stating that staff will continue to monitor the activities of and work with the various local entities on utilizing the Boise cut-off for transit purposes.

Member Sweeney asked if there is a speed limit for the trains traveling on the cut-off. Mr. Kerr responded that the maximum speed limit is 35 miles per hour, which seemed to be a frustration for Amtrak when it served Boise because of the time delays that created. Speed appears to be an issue for transit purposes, as other modes can travel faster. Member Sweeney asked how many at-grade crossings are involved with the line and what improvements would be needed if passenger service were provided. Mr. Kerr replied that the cost effectiveness of a transit system has not been studied, but he believes it would be costly to address the at-grade crossings.

Chairman Winder thanked Mr. Kerr for the update and asked him to keep the Board informed on this issue.

Pioneer Historic Byway Corridor Management Plan, District 5. John Bertram with Planmakers reported that a corridor management plan has been completed for the Pioneer Historic Byway along US-91 and SH-34 in Franklin and Caribou Counties, and elaborated on the proposed projects identified along the byway. The planning process was a 16-month effort and included extensive local representation. Both county commissions have approved the plan, which covers the enhancement of the byway's intrinsic qualities, highway safety issues, and marketing aspects. The District 5 staff was also heavily involved in the development of the plan and has also approved the plan.

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

RES. NO. WHEREAS, the Idaho Transportation Board established the Scenic Byways  
TB00-83 Advisory Committee (SBAC) on June 21, 1996, to provide advice and

recommendations concerning the Scenic Byway Program to the Transportation Board; and

WHEREAS, corridor management plans (CMP) are 1) important for the protection and orderly development of scenic byways, 2) required for National Scenic Byway designation, and 3) key to gaining priority for National Scenic Byway funding; and

WHEREAS, Caribou and Franklin Counties have completed a CMP for the Pioneer Historic Byway on US-91/SH-34; and

WHEREAS, all CMPs are to be submitted to the SBAC for review and consideration before Board action; and

WHEREAS, the SBAC has reviewed the CMP, concurring with District 5 that the plan adequately addresses the issues of the byway and recommends Board approval.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the corridor management plan for the Pioneer Historic Byway.

Vehicle Investment Program (VIP). Division of Public Transportation Administrator Larry Falkner provided a history of the VIP, which started in 1998 as a pilot program to provide state funding for transit vehicles. Previously, federal and local funds allowed the purchase of three to four vehicles per year. With the VIP funds, eleven or twelve vehicles were purchased each year during the first two years of the program. The program has been very popular throughout the state and the Department has received numerous letters in support of the VIP.

Based on the number of requests received during the first three years of the program and because of the success of the program, staff is requesting permanent status for the VIP. Staff reviewed current and future needs for funding transit vehicles in the rural areas of the state and recommends a funding level of \$312,000. The Division will continue to administer the VIP in conjunction with federal funds in the Section 5311 Rural Program and Section 5310 Elderly and Persons with Disabilities Program, emphasizing coordination and local government support for the project.

Representative Frances Field thanked the Board members for their service to Idaho. She praised the VIP and encouraged the Board to continue funding this valuable program. She also stated that if the Board approves continuing the program, she would support the program and provide assistance in the legislature. Public Transportation Advisory Council Member Walter Ross from Preston also extended appreciation to the Board for the VIP. He believes it is a beneficial program, particularly to the state's senior citizens.

Chairman Winder thanked Representative Field and Mr. Ross for their remarks and support of the VIP. He also thanked Representative Field for her assistance in the legislature.

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

RES. NO. WHEREAS, there is a continuing need for additional funds for transit capital  
TB00-84 purchases in the rural areas of Idaho; and

WHEREAS, requests for federal dollars for vehicle purchases annually exceed the federal funds available in the Section 5311 Rural Transportation Program and Section 5310 Elderly and Persons with Disabilities Program resulting in an aging fleet of vehicles; and

WHEREAS, local organizations and governments are able to provide the required match with local funds; and

WHEREAS, all transportation providers are required to offer accessible transportation options under the Americans with Disabilities Act; and

WHEREAS, the current growth in population, an expected increase in the number of elderly Idahoans and demand for transportation options in coming years, coupled with the rising replacement costs of equipment leave the Department with inadequate federal funding to meet the demand for transit capital purchases; and

WHEREAS, there are internally generated funds within the Idaho Transportation Department that are not constrained constitutionally nor directed by Idaho Code that may be utilized to purchase transit capital equipment; and

WHEREAS, the Division of Public Transportation has overseen a pilot program for two years that has been very successful helping meet the needs for funding capital transit purchases in the rural areas of the state.

*NOW THEREFORE BE IT RESOLVED*, by the Idaho Transportation Board that: The Vehicle Investment Pilot Program shall be granted continuing status for FY02 and be funded annually at \$312,000 with funding utilized in conjunction with Federal Transit Administration Section 5311 and Section 5310 Program funds; funding for the program shall come from appropriate state sources, contingent on legislative approval.

Luncheon Meeting with the Aeronautics Advisory Board (AAB). The Board met at the DoubleTree Riverside, Boise, with the AAB. The Board welcomed Scott Patrick to the AAB and thanked all three members for their service to the state.

AAB Chairman Bill Parish reported that the search for an Aeronautics Administrator is underway. He believes \$800,000 in state funds will be available as match for the AIR-21 bill, which is more than initially estimated. He elaborated on the Division's legislative proposals to retain the interest from the Aeronautics fund instead of transferring it to the General Fund, and to revise aircraft registration requirements. There was some discussion on a proposal to change the membership of the AAB. AAB Chairman Parish expressed some concern with the AAB's role.

The members would like their responsibilities better defined. The consensus of the group was to review the AAB's role after the legislative session, in case legislative changes are made to the AAB and also to allow time to hire a new administrator and provide some time for that person to get acquainted with the duties and operation of the Division.

Director Bower provided an in-depth look at the airport improvement program for FY01 and matching level scenarios. He added that staff is exploring the feasibility of changing Idaho's aviation federal match ratio to the level of several other western states based on the percentage of federal lands in the state and the number of enplanements. He also reported that ITD does not have a master plan for the state-owned airports and suggested developing one. Both Boards were supportive of compiling a master plan.

AAB Chairman Parish thanked the Board for the opportunity to discuss these various issues, and he believes it was a beneficial meeting. He also extended appreciation to Director Bower for his guidance and support and to Deputy Director Keith Bumsted, acting Aeronautics Administrator, who also has a history of providing assistance and direction to the Division.

The meeting resumed at the Transportation Department.

Signing: Standards and Procedures for Highway. Steve Holland from the Traffic Section provided an overview of the Department's sign program. Over 100,000 signs are installed within the state right-of-way to address the operational needs of the highway system and to offer needed information to the traveling public. He outlined the various types of signage, including regulatory, warning, guide/informational, and construction.

Right-of-Way Supervisor Leonard Hill summarized the Outdoor Advertising program, comprised of signs off the right-of-way, but visible from the highway. Federal law requires states to control outdoor advertising or be subject to a loss of federal-aid highway funds. The main considerations of the outdoor advertising program are beautification, safety, and economics. He reviewed the criteria to determine if a sign qualifies as an outdoor advertising sign, what the limitations are for signs, and the license and permit procedures. In conclusion, he stated that in 1967, shortly after the Highway Beautification Act was enacted, Idaho had 12,700 outdoor advertising signs. Today there are 1,299 signs.

The Board thanked Messrs. Holland and Hill for the informative presentation.

Traffic Accident Memorials. Acting Traffic Engineer Lance Johnson clarified the Department's traffic accident memorial policy. Following legislation, the Board adopted a rule in 1992 to specify the procedures to be followed when erecting golden stars in memory of people killed in traffic accidents on Idaho state highways. A permit is required for gold stars, but few have been erected. Mr. Johnson said that ITD is not responsible for the maintenance of the stars. Non-conforming memorials, such as crosses, are more popular. He said the Department usually does not remove the non-conforming memorials unless they are a safety hazard, interfere with maintenance operations, or are not maintained. He explained some other states' traffic accident memorial policies and added that there is no national standard for these memorials.

Member McHugh expressed concern that memorials other than the legislatively approved gold stars are being used. The Department cannot provide permits for these other symbols. The consensus of the Board was that this is a legislative issue, and should be revisited with legislative leadership. Staff should review alternatives such as permitting several symbols as traffic accident memorials, erecting signs reminding motorists to drive safely in memory of someone killed in a crash, allowing memorials outside of the highway right-of-way, or no policy.

Chairman Winder thanked Mr. Johnson for reviewing and explaining this issue.

STP Rural Exchange Program. Highway Programming Manager (HPM) Dave Amick elaborated on the Exchange Program, which allows local entities not in the Federal Aid Incentive Program to exchange federal funds for state funds. ITD provides \$2.8 million in State funds annually for this Program for \$4.5 million in federal funds. The Local Highway Technical Assistance Council (LHTAC) has requested if a local entity participates in the Federal Aid Incentive Program, that a process be developed for the local agency's equivalent share of the total \$4.5 million exchanged to be transferred to the Incentive Program. The participation status of each exchange agency must be known by the beginning of each federal fiscal year to make this feasible. Beginning in FY00, language was added to the Exchange Program agreement requiring eligible participants to indicate their intent to continue or not continue in the Exchange Program in the following year. He added that if more local entities participate in the Incentive Program, consideration could be given to reducing the \$4.5 million identified for the Exchange Program and increasing the amount available for the Federal Aid Incentive Program.

Member McHugh does not believe the dollar amount agencies participating in the Exchange Program receive should increase as other local entities leave the Exchange Program for the Incentive Program. He suggested establishing the exchange rate at the original amount of 61.67% or the dollar amount the local entity received last year in the Exchange Program. HPM Amick reported that he is working on that proposal with LHTAC Administrator Joe Haynes. Director Bower said the intent was to cap the Exchange Program at \$2.8 million, not to provide that amount as a floor or an entitlement.

Member McHugh made a motion that the consensus of the Board is that the \$2.8 million in State funds provided to the STP Rural Exchange Program is not to be a floor and that the exchange rate be established at 61.67%. Vice Chairman Combo seconded the motion.

Member Blick expressed concern with the timing and that some of the local agencies rely on the Exchange Program for funding. He does not want to decrease their funding level without advance notice.

The motion passed without objection.

In response to Director Bower's question on the timing of the Exchange Program and where staff is in the cycle, HPM Amick said the dollar amounts for FY01 are still being calculated. The consensus of the Board was to enact the 61.67% exchange rate effective FY02. HPM Amick will provide a history of the amount the local entities have received in the Exchange Program since FY99 and will project the dollar amount they will receive in FY02.

LHTAC Administrator Haynes believes the plan to transfer unused funds from the Exchange Program into the Incentive Program is a positive step. He was pleased to report that more local public agencies are applying for projects through the Incentive Program.

US-30, Cedar Draw Pipe Replacement, District 4. Assistant District 4 Engineer (ADE) Scott Malone said the existing 14-foot structural plate corrugated metal pipe at milepost 208.923 on US-30 has corroded on the bottom and the stream flow has washed the backfill away from the pipe. This has caused the fill and adjacent roadway to settle, resulting in an unsafe condition for the traveling public. A temporary detour with a lower advisory speed limit was posted to accommodate traffic until the problem is resolved. Staff is proposing to remove the existing corrugated metal pipe and replace it with a concrete stiff leg bridge. The environmental permitting is underway and a plans, specifications, and estimate package for bidding purposes is being completed. The estimated cost for this work is approximately \$750,000.

Because of the urgency of this work and the need to complete construction before the irrigation season begins next April, staff reviewed possible funding options. ADE Malone believes a planned seal coat between Burley and Paul and a micro seal in Twin Falls could be delayed, yielding \$292,000 in construction funds. Additionally, the District is requesting \$458,000 in Board unallocated funds to complete this important project.

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

RES. NO. WHEREAS, the Structural Plate Corrugated Metal Pipe (CMP), at milepost  
TB00-85 208.923 on US-30 has failed and is in need of immediate replacement; and

WHEREAS, the District is developing construction documents for the replacement of the pipe with a concrete stiff leg bridge; and

WHEREAS, the estimated cost to do this work is approximately \$750,000; and

WHEREAS, the time to complete construction is urgent due to the forthcoming irrigation season which starts in approximately April of 2001; and

WHEREAS, the Idaho Transportation Board desires to participate in the funding of this project to meet the needs of the traveling public.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves adding the US-30, Cedar Draw Pipe Replacement project to the Highway Development Program in the amount of \$750,000 in State funds, using \$458,000 from Board unallocated funds; and

*BE IT FURTHER RESOLVED*, that project key numbers 8245 and 8247 be delayed; and

*BE IT FURTHER RESOLVED*, that staff is directed to complete plans, specifications, and estimates for this project and proceed with construction as soon as possible.

Internal Procedures on Resolving Construction Contract Claims. DAG Bywater outlined the Department's contract claim resolution process. The contractor must provide full documentation to the Resident Engineer of its claim within 30 days following the date all damages are known. The Resident Engineer has 45 days to issue a decision for claims under \$100,000 and 90 days for claims greater than \$100,000. If the Resident Engineer does not render a timely decision, the claim is deemed to be denied and the contractor can appeal to the Chief Engineer. Staff seeks assistance from the legal section earlier and utilizes more claims consultants and auditors at the Resident Engineer level in an attempt to resolve claims in a timely manner and provide contractors with final determinations at the earliest possible date.

If the claim is not resolved at the Resident Engineer's level, DAG Bywater said the contractor could appeal to the CE. Depending upon the level of review performed at the Resident Engineer's level, he may retain outside consultants to review the claim, and also has several staff engineers available to review and evaluate claims. The CE has 90 days to make a decision and often the contractor is given the opportunity to make a presentation to the CE concerning entitlement and damages suffered by the contractor. If the CE denies the claim, the contractor has 30 days to file an appeal to the Transportation Board. At the Board level, the Legal Section has offered the opportunity for mediation or a dispute review board to contractors. If the claim cannot be resolved through these means, then staff requests the Board to authorize binding arbitration or litigation.

Additionally, DAG Bywater said the Department has instituted voluntary partnering with the intent to improve communications between the contractor and the staff. Partnering meetings are held as needed throughout the duration of the project. Staff has been working on a revised claims specification. As currently proposed, it will encourage, but not mandate, dispute review boards. It will also make the CE's decision the final agency action on the matter. Other changes are being proposed to streamline the process and encourage the resolution of claims as quickly as possible. Multiple meetings have been held with the Associated General Contractors on the specification and its response to date has been favorable.

The Board thanked DAG Bywater for the update on the contract claims process and for the improvements being made in this area.

Contract Claim, US-95, Canyon County Line to I-84, District 3. CE Ross said Steelman Duff, Inc. has appealed his decision on the contract claim arising from a project on US-95 from the Canyon County Line to I-84. The contractor has two claims: unusually severe weather and errors in the plans. At both the District and CE levels, the Department acknowledged entitlement for the claim of plan error and CE Ross said he acknowledged entitlement for unusually severe weather. ITD and the contractor are in disagreement over the amount of additional compensation due. The Department found entitlement in the amount of \$123,833 and paid those additional costs. Steelman Duff, Inc. is seeking an additional \$90,600, so staff is requesting binding arbitration.

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

RES. NO. WHEREAS, Steelman-Duff, Inc. has filed an appeal of the Chief Engineer's  
TB00-86 decision on project #NH-F-3111(039), key #2627; and

WHEREAS, the Chief Engineer found partial entitlement on the claim and those items have been paid; and

WHEREAS, under the contract, the dispute is to be resolved by binding arbitration using the American Arbitration Construction Rules.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes the Chief Engineer to enter into an arbitration agreement to resolve this matter.

Contract Awards. The low bid for project STP-7705(100), key 7617 – Baldy Mountain Road to Ebbett Way, Sandpoint, Bonner County, District 1, was more than ten percent over the engineer's estimate, requiring justification. The prices estimated by Sandpoint Independent Highway District, the project sponsor, were generally acceptable, however, after discussing the bid opening with the sponsor, a decision was made to reject the bid and re-advertise next year. Re-bidding the project may increase the number of bidders and cause the unit prices to decrease.

Member Sweeney made a motion, seconded by Member Blick, to reject the low bid for project STP-7705(100). The motion passed unanimously.

Member McClure made a motion to accept the low bid on project NH-2390(125), NH-2390(127), and NH-2390(128), keys 7475, 6989, and 7493 – US-93, Southbound Passing Lanes; Climbing Lanes South of Rogerson; and Rogerson Passing Lanes Northbound, Twin Falls County, District 4. Low bidder: Western Construction, Inc., Boise, Idaho - \$3,117,232.31. Member Blick seconded the motion and it passed unopposed.

Member Sweeney made a motion to accept the low bid on IM-STP-ER-CM-15-2(057)94, key 6258 – I-15, Snake River Bridges Southbound, Bingham County, District 5. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$4,446,864.85. Member McClure seconded the motion and it passed unanimously.

Member Blick made a motion to accept the low bid on project IM-84-4(029)245, key 7471 – I-84, Sublett to Sweetzer, Westbound, Cassia County, District 4. Low bidder: Granite Construction Company of Utah, Watsonville, California - \$3,221,221. Member McHugh seconded the motion and it passed unanimously.

The low bid on NH-1481(037), key 757 - US-30, Alexander to Soda Springs, Caribou County, District 5, was more than ten percent over the engineer's estimate, requiring justification. The major price variations are associated with plantmix pavement, granular subbase, rock cap, construction surveying, and mobilization. A large percentage of the higher bid can be attributed to the large increase in oil prices, including the remote location of the

aggregate sources and mobilization. Due to the lack of quality aggregate sources and the predicted increases in oil prices, staff does not believe re-advertising the project would provide lower bids and the delay effects would be counterproductive. Therefore, the District recommends awarding the contract and has identified project savings from another project to cover the additional costs of this project.

Member McClure made a motion to award the low bid on NH-1481(037), key 757 to the low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$8,180,698.17. Member Miller seconded the motion and it passed without objection.

Federal Funding for On-the-Job Training/Supportive Services (OJT/SS) Program. Chief of Civil Rights (CCR) Karen Sparkman reported that ITD contracted the OJT/SS Program to the Associated General Contractors Education Foundation (AGC/EF) for FY00. An FHWA grant funded this program to promote training within the highway construction trades in order to help eliminate safety issues and the worker shortages being encountered. During the first year, half of the participants graduated, with over 25% being placed into the workforce. ITD did not receive grant funding for this program for FY01, but due to the importance of the program, staff explored other options, and is requesting a partnership with AGC/EF for shared funding.

CCR Sparkman said the program is expected to cost \$200,000, based on this past year's costs. Currently, the program, which runs from October 1, 2000 through September 30, 2001, is being funded from remaining funds in the FY00 contract with AGC/EF. Starting January 1 and for the remainder of the fiscal year, the AGC/EF would cover \$70,000 and staff is seeking approval to fund the program at \$100,000. Federal Code allows this program to be funded through the STP Program.

Member McHugh asked if this program is only for the Treasure Valley or if it is a statewide program. CCR Sparkman responded that this is a pilot project but it could be expanded throughout the state in the future. Currently, classes are conducted in Boise, but the trainees could complete their internship anywhere in the state.

In response to Member Miller's question on the length of the program, CCR Sparkman said five weeks of classroom training is completed followed by six weeks of internship with a contractor. Two of these sessions are completed in one fiscal year.

Member Blick asked if the students have to pay a fee to participate in the training program. CCR Sparkman replied that no fee is charged, but the trainees are provided a stipend. The program targets minorities and disadvantaged and unemployed citizens.

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

RES. NO. WHEREAS, the On-the-Job Training Supportive Services (OJT/SS) is of a  
TB00-87 nationwide interest and will help to improve the safety and shortages within the  
highway construction workforce; and

WHEREAS, the Idaho Transportation Department has in coordination with the Associated General Contractors Educational Foundation (AGC/EF) participated in the OJT/SS program which calls for a continuation of the program; and

WHEREAS, the initial program developed and administered in FY00 was funded by a grant obtained by ITD through the Federal Highway Administration; and

WHEREAS, the AGC/EF has agreed to provide the additional \$70,000 needed in FY01 in partnering with the ITD to guarantee the continuation of the program; and

WHEREAS, the ITD desires to participate in the timely funding of the continuation of this program in order to help the contracting industry to meet project needs.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves adding a project for up to \$100,000 in Federal STP funds to FY01 of the Federal Surface Transportation Program to be matched by \$70,000 in funding by the AGC/EF for the purpose of the continuation of the OJT/SS program; and

*BE IT FURTHER RESOLVED*, that staff is authorized to revise the FY01-03 Statewide Transportation Improvement Program as necessary to include the above project.

Member Sweeney made a motion to recess the meeting and to reconvene in executive session at 8:30 AM on Friday, November 17 to discuss personnel and pending litigation issues in accordance with Section 67-2345(1)(b) and (f), Idaho Code. Member McHugh seconded the motion and it passed unopposed.

WHEREUPON the meeting recessed at 4:35 PM.

November 17, 2000

The Transportation Board meeting reconvened in executive session at 8:30 AM on Friday, November 17 at the Transportation Department in Boise. All members were present.

The Board came out of executive session at 9:30 AM. No decisions were made.

Presentation – Returned Checks and Uncollectible Accounts. Kathryn Chase, Financial Services, summarized the Department's returned check process. She said that DAG Bywater has reviewed the procedures and believes there is a good, adequate system in place. Ms. Chase reported on several other state agencies' and counties' procedures for and experiences with accepting personal checks. She concluded by explaining the credit card transaction process. Although the Department encounters considerable costs for accepting credit card payments, it is a valuable service provided to customers. In response to whether ITD can charge a fee to

November 17, 2000

customers for accepting credit card payments, Ms. Chase responded that the Department's agreement with the credit card companies does not allow for such a fee. She added that other fees could be increased to help cover these costs.

The Board thanked Ms. Chase for the report and commended staff for the low percentage of uncollectible accounts the Department experiences.

Quarterly Returned Check Report. During the first quarter of FY01, \$15,966,811 in checks were received. The returned checks totaled \$20,800, or .13%, while the collection of returned checks amounted to \$21,403 for an annualized collection rate of 92.53%.

Crafts/Trades Salary Report and Remote Area Housing Report. Chief of Administration (COA) Dick Transtrum reported that survey results released this week indicate the State of Idaho currently lags approximately 12.5% behind the market for salaries across all occupational groups. He said the Department is committed to achieving the goal of moving its employees to the policy line in an effort to attract and retain staff, and he believes the Department has made progress over the last three years to adjust salaries at a constant rate toward the policy rate of pay. But in spite of the internal changes made at ITD, the market rates are changing more rapidly than ITD's ability to respond, and it is difficult to compete with the private sector with the existing salary schedule. This competitiveness in pay is driven by a strong economy and the lowest unemployment rates in history.

COA Transtrum provided some comparative information on select positions. He emphasized that state employee salaries are legislatively mandated and allocation considerations are balanced against competing needs. However, he elaborated on several options the Department has without approaching the legislature. He believes ITD needs to continue allocating funds to advance employees through the pay ranges with some degree of regularity and predictability. Consideration should be given to exploring the feasibility of providing long-term merit increases and also setting aside a portion of vacancy savings to use for bonuses and short-term merit increases. Training and the environment are other key elements in retaining employees and those areas are being reviewed and addressed by management. He added that the state has excellent benefits and the Department is marketing and emphasizing those.

Assistant Chief Engineer – Operations (ACE-O) Clayton Sullivan addressed the concern regarding the higher cost of living in some locations, such as Hailey, or in remote areas. There are no mechanisms to provide cost of living increases because Idaho has a merit-based system. This means that pay increases must be based on performance, as written in Idaho Code. ITD has a policy that provides a method of renting state-owned dwellings at some sites to employees based on the average statewide rental value for those dwellings. Although this policy has been implemented in remote locations, it could apply to the Wood River Valley. The Hailey maintenance yard has a site prepared for employee housing, however, the local zoning regulations do not allow mobile homes at this site, only standard construction or modular homes at an estimated cost of \$90,000 per unit.

Member Blick asked if a housing allowance could be provided instead of an actual dwelling. COA Transtrum does not believe ITD would be prohibited from providing a housing

allowance, but believes the Board of Examiners would need to approve that measure. Member McClure asked how many dwellings would be needed at the Hailey site. ACE-O Sullivan said the Hailey maintenance yard has three sites for houses, which would take care of the personnel complement in that area. Because other employees statewide believe they live in a high-cost area, Director Bower suggested establishing a pilot program to address the housing issue.

Member Blick made a motion to develop a pilot program to address the housing issue in Hailey for permanent employees. Member McHugh seconded the motion and it passed unopposed.

Member Sweeney asked if ITD is losing employees to other state agencies and, if so, if the pay scale is the same for all state agencies. COA Transtrum responded that recently, ITD has been losing employees in the technology arena to other state agencies, although the pay range is the same. Vice Chairman Combo was pleased to note that ITD continues to enjoy a low turnover rate, which reflects well on the Department.

Chairman Winder thanked the employees for the report.

Coeur d'Alene Lake Drive Property Disposal, District 1. In July, the Board was approached to declare a portion of right-of-way along Coeur d'Alene Lake Drive as surplus, enabling the adjoining property owner to acquire it. The Board had several questions and issues that staff was to address.

Edward Wroe, attorney representing the property owner, thanked the Board for its time and provided a brief history of the issue. Although a declaration of surplus of the property is desired, he said an easement approach would be acceptable, and provided two proposals for Board consideration. He does not believe ITD or the Department of Parks and Recreation will need this property in the future.

Member McHugh made a motion to abandon the right-of-way of the subject property. The motion failed due to the lack of a second.

Member Miller made a motion that the Transportation Board authorizes the Director to negotiate the granting of a perpetual easement to Mr. and Mrs. Gianotti on the portion of the right-of-way where the encroachments exist in front of Mrs. Smith's property. The Director would also be authorized to approach the property owner to the west of Mrs. Smith's property where encroachments also exist under a current right-of-way use permit, with a similar offer of a perpetual easement. Consideration in the negotiations should include provisions limiting the cost of future acquisition of the easement by eminent domain procedures in the event the parcels are required for future ITD or Department of Parks and Recreation projects, as well as indemnification provisions on the use of the premises. The Director should also consult with the Director of Parks and Recreation regarding the results of the negotiations on the perpetual easements, and seek the concurrence of the Department of Parks and Recreation in the granting of the easements. Member McClure seconded the motion.

Vice Chairman Combo said the property may be excess, but he does not believe it is surplus to the state, particularly when considering the Department of Parks and Recreation's interests and future plans. Mr. Wroe believes the subject property is different because the house at this site would have to be condemned before the right-of-way under discussion could be effectively utilized.

Member McClure believes the proposed motion is equitable because if the land were declared surplus, it would first be offered to other state agencies. If no other agency would acquire the property, it would be placed on public auction, so there are no guarantees as to who would be the resulting property owner. Chairman Winder added that the Board appears supportive of the easement agreement, but negotiations will need to occur to resolve some issues. He emphasized the need for a fair agreement for both parties.

The motion passed unanimously.

New Business. Member Miller reported on a recent incident in District 5. A track hoe hit and damaged an I-15 overpass on a Friday. Shortly after the accident, District 5 staff was at the site to assess the damages and photograph the structure. Those photos were forwarded to the Headquarters' Bridge Section. By the following Tuesday, the District had the plans from Bridge and could proceed with repairing the structure. Member Miller said he was impressed with staff's timeframe and handling of this incident. He thanked staff for their accomplishments.

Video Excerpts. Public Affairs Officer Jeff Stratten showed public service announcements regarding snow plow safety and promoting seat belt usage. He also showed an excerpt from a recent Montel Williams talk show. The nationally recognized talk show host was in Idaho earlier this year and came upon a vehicle crash. He provided assistance to the motorist and was recognized on his national show for his efforts. Additionally, the teenage driver of the vehicle was commended for wearing his seatbelt, which saved his life. The Governor's Office and the Idaho Transportation Department provided commendations to the two gentlemen.

WHEREUPON, the regular monthly Board meeting officially adjourned at 11:10 AM.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
December 14, 2000  
Boise, Idaho

November 17, 2000

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 14-15, 2000

The Idaho Transportation Board met at 8:30 AM, on Thursday, December 14, at the Idaho Transportation Department, Boise, for a pre-meeting review of the agenda. Chairman Winder called the meeting to order at 8:45 AM. The following principals were present:

Charles L. Winder, Chairman  
 John X. Combo, Vice Chairman – District 6  
 John McHugh, Member – District 1  
 Bruce Sweeney, Member – District 2  
 Monte C. McClure, Member – District 3  
 Gary Blick, Member - District 4  
 Neil Miller, Member – District 5  
 Sue S. Higgins, Secretary to the Board  
 Dwight Bower, Director  
 Jimmy Ross, Chief Engineer  
 Steve Bywater, Deputy Attorney General

November 16-17, 2000 Board Minutes. Member Sweeney made a motion, seconded by Member Miller, to approve the minutes of the Board meeting held on November 16-17, 2000 as submitted. The motion passed unanimously.

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

January 18-19, 2001 – Boise  
 February 15-16, 2001 – Boise  
 March 15-16, 2001 – Boise

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

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves  
 TB00-88 the US-95 consultant services request, District 1; and has received and reviewed the contract award information, the new and supplemental professional agreements report, the speed minute entry changes, the annual report on outdoor advertising sign status, and the October financial analysis.

1) Consultant Services, US-95, Westmond Bridge Replacement, District 1. The Westmond Bridge replacement project is scheduled for construction in FY01 in the State Bridge and National Highway System Programs at an estimated cost of \$3,650,000. A term agreement was negotiated with HNTB for \$167,200 in June 1999 to develop a concept and perform preliminary engineering. In order to meet the project schedule, staff is proposing to have HNTB complete the project through final design at a projected cost of \$280,000. HNTB is best suited to continue the design of the project because of its familiarity of and prior work on the project.

2) Contract Award Information. Key #8300, US-20, Madison County Line to Junction SH-33, District 6. Low bidder: Multiple Concrete Enterprises - \$125,772.

December 14, 2000

3) New and Supplemental Professional Agreements Report. From October 31 to November 28, the Consultant Administration Unit processed \$6,253,250 in new and supplemental agreements.

4) Speed Minute Entry Change. District 2 conducted a speed study on US-95 within the city limits of Moscow. This area has experienced growth over the last couple of years due to commercial and residential development. Staff recommended extending the existing 45 mile-per-hour speed limit from milepost 345.96 to 346.6.

5) Outdoor Advertising Sign Status Report. As of September 30, 2000, 52 illegal signs and 114 non-conforming signs remain throughout the state. This compares with 48 and 98 signs respectively in September 1999.

6) Financial Statement. Actual year-to-date revenues in the Highway Distribution Account exceeded the forecast by \$1.7 million while revenues in the State Aeronautics Fund were down \$11,760 based on the revised forecast. Expenditures are below projections to date in all categories except personnel in the State Aeronautics' Fund and facilities in the State Highway Fund. The latter variance is due to projects being completed earlier than anticipated.

Quarterly Report on Legal Actions. This report included cases disposed of by staff during the quarter, along with the status of various other cases. Member McHugh asked for additional information on the Harvey case in District 2. DAG Bywater reported that this property on Lewiston Hill had been involved in a dispute for some time over the location of a radio transmitter. The property was sold at a public auction. Mr. Harvey was the successful bidder, resulting in the resolution of the case. The support cable will be removed from ITD property within one year of the sale and a bond has been posted to guarantee the removal.

Board Items. Vice Chairman Combo attended the recent American Association of State Highway and Transportation Officials (AASHTO) meeting in Indianapolis, IN. He reported on the various activities and meetings that took place, including a five state coalition meeting and one for boards and commissions. He believes it was a worthwhile conference and beneficial for him to attend. He also reported that Director Bower was the recipient of the AASHTO President's Award. Public Affairs Officer Jeff Stratten and his staff prepared an excellent video on Director Bower's career for the AASHTO award presentation. The Board members congratulated Director Bower for receiving this national award. Director Bower said he was very honored to receive the award.

Member Blick informed the Board that the Shoshone School District Superintendent is concerned with pedestrians' safety near the school. The school is located on SH-24 near US-93 and students walk along this narrow highway. Member Blick believes District Engineer Devin Rigby is aware of the safety concerns, but wanted to inform the Board of this issue.

The Department prepared a letter to the City of Malad informing it that the Board approved its Enhancement project. Member Miller had the opportunity to deliver the letter to Ruth Zivkovic, who appeared before the Board in June to inform the Board of the city's greenbelt landscaping project and encourage it to fund the project. Member Miller reported that

Ms. Zivkovic was extremely pleased with the Board's decision and the community is very appreciative of the project.

Member McHugh expressed appreciation to the Department for installing rumble strips in recent projects. He believes the rumble strips are valuable and should be installed whenever possible. CE Ross agreed that rumble strips are beneficial and provide a valuable safety feature. The Board asked for a briefing on rumble strips, such as the cost and safety impacts.

Director's Items. Director Bower elaborated on the recent AASHTO meetings and thanked Vice Chairman Combo for attending. The main focus of the five state coalition meeting was reauthorization. A WASHTO delegation met. It was reported that WASHTO is in sound financial shape and will be providing awards to teams involved in quality and innovation. At a meeting with FHWA Administrator Ken Wykle, Director Bower thanked him for the emergency relief funding. The Clark Fork Bridge and other projects were also discussed. Director Bower expressed appreciation to CE Ross for his work on the task force established to review funding for forest service roads not on the federal aid system. The task force prepared a resolution that was approved at AASHTO. Director Bower said that Assistant Chief Engineer – Development Steve Hutchinson and DE Rigby also attended the AASHTO conference.

Director Bower reported that he has been participating in the Governor's Substance Abuse Task Force. The group should have a recommendation to Governor Kempthorne soon on addressing substance abuse statewide.

Director Bower was recently interviewed by Brad Fullmer with "Intermountain Contractor", published in Salt Lake City, Utah. The article, along with photographs, featuring some of ITD's activities and projects will most likely appear in the February issue.

The Governor held a reception for his cabinet members recently. Governor Kempthorne was very complimentary of ITD and its employees. He believes the Department has a vital role in the state and he is pleased with the direction the Department has taken.

In conclusion, Director Bower said he will be attending the CANAMEX meeting in Arizona on January 11 and 12.

Briefing of ITD Presentations to the 2001 Legislature. Mary Detmar, Budget, Policy, and Intergovernmental Relations Manager (BPIRM), reported that staff is preparing for a number of legislative presentations early next year. On January 4, Director Bower will report to the Economic Outlook and Revenue Assessment Committee pertinent financial information and compare the revenue trend for the Highway Distribution Account to that of the General Fund.

The date for the Department's FY01 budget supplemental request in the amount of \$471,900 has not been confirmed, but is scheduled on either January 15 or 16. On January 18, Director Bower and staff will cover funding issues and will highlight how ITD serves its customers at the annual presentation to the House and Senate Transportation Committees. The last presentation will be the Department's FY02 budget hearing to the Joint Finance and Appropriations Committee (JFAC) on February 8. BPIRM Detmar also provided committee

assignments for the transportation committees and JFAC. She concluded by stating the germane committee chairs will have an opportunity to address JFAC on their agencies' budget.

Incident Management in the Treasure Valley, District 3. Assistant District 3 Engineer (ADE) Jeff Miles said staff works closely with law enforcement, emergency services, state emergency communications, and others along the I-84 corridor in Canyon and Ada Counties to address traffic incidents proactively. The emphasis of incident management has been to provide expeditious clearance of accident scenes and safely restore traffic flow as soon as possible; provide orderly and safe management of incidents until they have been remediated; and to continuously assess and improve the performance of the multi-agency incident response efforts. ADE Miles said the incident response group meets quarterly, plus after incidents to review how those were handled, and is developing a memorandum of understanding. Improving and promoting communication is one of the team's goals.

Maintenance Engineer Dave Jones elaborated on the activities occurring statewide. Incident management is not limited to the accident site, but also includes the surrounding area impacted by the incident. Additionally, incident management is not only implemented for vehicle crashes, but other causes such as rocks on the highway, law enforcement incidents, and blizzards or mud slides resulting in road closures. A statewide team is addressing incident management and District 4 has developed a rural plan for SH-75 between Bellevue and Ketchum.

The Board thanked Messrs. Miles and Jones for the informative presentation.

Inmate Labor Program. Volunteer Services Coordinator Sherie Sweaney provided background on the partnership established with the Department of Corrections in 1990 to utilize inmate labor in District 3. The program has since been expanded to Districts 2, 5, and 6. In FY00 102,000 inmate labor hours were utilized statewide for activities such as building and yard maintenance, litter control, traffic control, and vegetation management. The total cost of the program last year was \$433,000, which included tool rental, transportation costs, meals, and labor hours. The market value for the roadside maintenance alone would have been \$1.2 million.

Member Sweeney asked if this program is strictly for the prison system or if inmates in the county system participate. Bona Miller, Administrator of Prisons Division at the Department of Corrections, responded that this program is strictly for the prison system, however, some counties have their own program. In response to Member McClure's question on the type of prisoners that participate in the inmate labor program and how those participants are selected, Ms. Miller said that inmates that request to participate are screened closely. Inmates serving time for violent crimes are considered if they are close to parole, but no sex offenders are allowed in the program. Member McClure asked if any prisoners have walked away while participating in the program or were removed from the program. Ms. Miller did not have data on escapes, but said it does not happen often. She also stated that there are inmate labor programs with other state agencies, not only ITD. Ms. Sweaney added that the Department of Corrections provides training to ITD personnel involved in this program and Ms. Miller stated that part of ITD's costs help fund correctional officers to supervise the work crews.

Vice Chairman Combo believes the program is beneficial to the inmates as well as ITD. He asked if the Department of Corrections has statistics on inmates that participate in the labor program then are employed in the same trades once they leave the prison system. Ms. Miller replied that it is hard to obtain and track that data, but she believes a lot of inmates are employed in the trades learned in this program when they leave the system because it is what they know and have experience in. In addition to learning a trade, these inmates are also taught good work habits and how to work with others, which are valuable tools that a number of inmates lack. In response to Member Blick's question on a time limit for prisoners to participate in the program, Ms. Miller said the custody level and behavior of the inmates determines who is in the program and the duration. Inmates can participate in the program as long as they do not create problems. She believes the average time is one to one and a half years, but said an inmate could be in the program for three or four years.

CE Ross expressed support for the inmate labor program. It is a valuable program and beneficial to ITD, as the Department does not have the resources to perform or contract out the work the prisoners perform.

Chairman Winder thanked Ms. Sweaney and Ms. Miller for the presentation and their efforts on the inmate labor program.

Inactive Project Traffic Control. Assistant Chief Engineer – Operations (ACE-O) Clayton Sullivan responded to an earlier inquiry regarding the practice of leaving construction signs in place and lane closures in effect when no construction activity is occurring. He reported that ITD follows the Manual on Uniform Traffic Control Devices (MUTCD) for regulations and guidance on traffic control. Contractors are required to observe and comply with all applicable laws and regulations and to provide, erect, and maintain required traffic control according to the contract specifications. All traffic control devices shall conform to the current MUTCD. The Division of Highways' memorandum emphasizes public convenience and reaffirms the need to have traffic control operations that maximize the convenience of the traveling public.

The Department has undertaken steps to help oversee traffic control activity at construction sites. All employees responsible for traffic control supervision must be trained and certified, and contractors are to provide a certified worksite traffic control supervisor on all projects involving traffic control. ACE-O Sullivan added that the contractor's personnel and the Resident Engineer's personnel are required to perform routine inspections, and periodic spot inspections by the District Traffic Engineer are recommended at least once per month. Headquarters' Construction staff also performs periodic inspections. He believes adequate training requirements along with written guidance and policies exist to address traffic control at construction sites, but added that staff needs to be reminded occasionally to be cognizant of this issue.

Vice Chairman Combo said the incoming president of AASHTO addressed this issue. It is a concern nationwide and will be a focus area for AASHTO. Member McClure said he noticed automated traffic controls recently, both in Europe and Idaho, and asked if the Department is going to use more automation and if so, if the traffic controls will be timed or

based on traffic. ACE-O Sullivan responded that ITD will use more automation and that technology is available to use actuated controls.

The Board thanked ACE-O Sullivan for the report.

Contract Award. The low bid for project STP-2390(118), BR-2392(036), and STP-2390(130), keys 6497, 3305, and 7622 – Intersection Alturas Drive to Timber Way, Big Wood River Bridge at Greenhorn, and East Fork Road Bike Tunnel, SH-75, Blaine County, District 4, was more than ten percent over the engineer's estimate, requiring justification. Review of the bids indicate the significant cost differences are in removal of bridge, excavation, plantmix pavement class I, traffic signal installation, survey, dewatering foundation, portable concrete guardrail, impact attenuator, and mobilization. Some costs can be assigned to risks associated with the complex construction and working in a high traffic environment and also to minor cost differences on high volume items. Staff does not anticipate a significant or definable savings from rebidding the project and recommends awarding the bid.

Member McClure made a motion to award the bid on project STP-2390(118), BR-2392(036), and STP-2390(130), keys 6497, 3305, and 7622 to the low bidder: Nelson Construction Company, Boise, Idaho - \$5,683,575.17. Vice Chairman Combo seconded the motion and it passed unopposed.

Video Presentation. PAO Stratten showed the video prepared for the AASHTO President's Award presentation to Director Bower, focusing on his career highlights. The Board commended Mr. Stratten for the excellent video.

Lunch with the Driver Services Section. The employees of the Division of Motor Vehicles Driver Services Section invited the Board members to their annual holiday luncheon. The Board appreciated the luncheon invitation and enjoyed visiting with the employees.

Delegation – City of Buhl. Buhl Mayor Barbara Gietzen thanked the Board members for their time. She expressed support for Buhl's downtown revitalization project, reported that a Local Improvement District (LID) has been developed, and reminded the Board that Broadway (US-30) is part of a scenic byway. Pat Hamilton, chairman of the downtown revitalization plan, stated that timing is crucial and the community is ready for the project.

Mike Pepper, consultant, elaborated on the project, which includes resurfacing Broadway and Main Street, curb, gutter, sidewalk, a storm drain system, and lighting. The project has been a community-wide planning effort with several partners involved and a number of funding sources. In addition to the LID, the city has committed funds, ITD has a project programmed in FY04, and an application for a community development block grant has been submitted. Mr. Pepper requested Board consideration to advance ITD's US-30 pavement rehabilitation project for \$880,000 to FY03, which would allow for better coordination with other funding and the city's overall plan.

Jan Blickenstaff with the Department of Commerce reported that the City of Buhl's block grant request is being reviewed. He believes it is a good project and will be favorably considered

for funding. A decision should be made in April and the funds would be available shortly thereafter. He also believes it would be beneficial for ITD to advance its US-30 project to coincide with Buhl's project.

Member Blick asked if DE Rigby is aware of Buhl's request and if he may be able to delay another project to advance this one. Mr. Pepper said the city has been working closely with the district staff. Although DE Rigby did not have a specific project to delay at this time, he mentioned that delays often occur and other funding sources, particularly from savings, may become available. Member Sweeney asked if the city has a contingency plan if the block grant is not approved. Mr. Pepper responded that the city would apply for Enhancement funds again. Its earlier Enhancement application was not approved for funding. Additionally, the project would be revisited and probably scaled down.

Chairman Winder said the Board would take the City of Buhl's presentation under advisement. He asked staff to review the request to advance the US-30 project to FY03 and report back to the Board.

Delegation – Dale Riedesel, Buhl to Wendell Corridor Study. Mr. Riedesel presented the Buhl to Wendell Corridor Study Final Report. The report has received good comments and is in compliance with the Memorandum of Understanding established with the impacted local entities and ITD. The purpose of the study was to determine the most feasible alignment to extend SH-46 from Wendell to Buhl. The primary goals were to preserve quality farmland and farming operations, support access to Buhl, and to provide a safe and efficient roadway. Extensive public involvement was included in the process. Numerous alternate routes were considered with extensive screening criteria for the routes, followed by the selection of a recommended alternate. Mr. Riedesel said the NEPA process is the next step, including developing the scope of work, identifying the funding sources, conducting the NEPA process, and finalizing a preferred alignment. The NEPA process is estimated at \$480,000, although \$215,000 is currently programmed in the STIP for FY01 for this project and approximately \$40,000 is left from the corridor planning budget.

Vice Chairman Combo stated that this project has a long history and is important to the community. He supports proceeding with the NEPA process. Chairman Winder concurred and asked staff to look at possible funding sources.

In response to Director Bower's question on the estimated funding range for the most feasible route, Mr. Riedesel responded that the total costs for all options would be \$20 to \$25 million. Vice Chairman Combo asked about the time sequence and if the environmental assessment (EA) would have to be reviewed in the future. Mr. Riedesel believes the NEPA process would take 12 to 18 months. Following that process, the alignment would be defined and right-of-way secured. It is assumed ITD would then take jurisdiction of the route and develop it to state standards. Although there is no specified timeframe, there is the possibility that the EA would need to be reviewed.

Member McHugh questioned the possibility of bypassing Buhl. Mr. Pepper reported that the public involvement comments favored a route through Buhl. The public wants access to Buhl and the analysis indicates Buhl is the destination of the majority of traffic.

Chairman Winder thanked Mr. Riedesel for the report and for his efforts on this issue.

Overview of Section 4(f) Process. Environmental Section Manager Dennis Clark summarized the requirements of Section 4(f) of the Department of Transportation Act of 1966 regarding the policy on lands, wildlife and waterfowl refuges and historic sites. He elaborated on the historic sites designation and archeological resources. Mr. Clark contacted several other states regarding their interpretation and compliance with the 4(f) process. Although the other states indicated the process is timely and costly, they comply with the requirements. Mr. Clark also shared results from a recent AASHTO survey indicating projects that require a categorical exclusion or EA under the National Environmental Policy Act (NEPA) are acknowledged to have minimal environmental impacts, yet in many instances can create significant delays in completing these related reviews and permitting requirements. The Section 4(f) process was identified as one of the most significant causes of delay for categorical exclusions and EAs.

Director Bower reported that the AASHTO Board passed resolutions encouraging work on the integration of the 106, Historical Preservation Act, and 4(f) process. There appears to be a growing recognition of the concerns associated with this issue and the need for reform. Member Blick supported efforts to change the law or allow an appeal process.

Initially, DAG Bywater thought it would be reasonable to attempt to change the law, however, after extensive research, he is not convinced. He believes ITD is interpreting and addressing the law appropriately and has taken a proactive approach. The courts have construed the laws strictly and FHWA has established rather stringent regulatory standards under the law. However, there are still many interests in the country that believe the law has too many loopholes they would like to see Congress close. If the law were opened up for amendments by transportation interests, it is very possible that these other interests could succeed in making the law even more restrictive.

Member McHugh suggested the Board adopt the same resolutions passed at AASHTO. FHWA Division Administrator Steve Moreno informed the Board that all US. Department of Transportation projects must comply with these requirements, not only highway projects, but also aviation and public transportation projects.

Chairman Winder thanked Mr. Clark for the overview of this important issue.

Statewide Intelligent Transportation Systems (ITS) Strategic Plan. Consultant Fred Kitchener reported that the statewide ITS planning efforts have been completed. The benefits of the plan will include improved highway safety, increased transportation efficiency, and decreased congestion and travel delays. Specific projects have been identified and some discussion has occurred on the implementation process. A variety of 162 short-, medium-, and long-term projects have been identified over a 20-year period, ranging from enhanced traveler information to commercial vehicle administration to maintenance operations efficiencies.

Potential funding sources were identified, including TEA-21, Federal Transit Administration, special earmarks, state, and local. Mr. Kitchener concluded by stating the next steps are to distribute the plan, begin implementation, pursue funding, continue coordinating with neighboring states, and continue participating in the national program.

CE Ross endorsed the plan and believes good projects have been identified. He added that some of these projects can be incorporated into existing projects in the Highway Development Program and that staff will consider the Statewide ITS Strategic Plan when developing other projects.

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

RES. NO. WHEREAS, the Idaho Transportation Department commissioned the  
TB00-89 development of an Intelligent Transportation Systems (ITS) planning effort to determine the application of various technology options to directly address transportation needs throughout the State of Idaho; and

WHEREAS, an ITS Plan already exists for the Treasure Valley and therefore the Statewide ITS Strategic Plan explicitly omits this metropolitan area; and

WHEREAS, the Idaho Statewide ITS Strategic Plan identifies specific projects for deployment consideration adding to the transportation professional's toolbox of options and not a dictate of must-implement projects; and

WHEREAS, although endorsement of the Plan does not obligate ITD to program the projects, planned time frames are identified for each of these projects as a planning tool and they will be incorporated into the STIP whenever possible and appropriate; and

WHEREAS, although no additional funds are necessarily available for these projects, in many cases they hold the promise of a more cost-effective means of addressing transportation needs throughout the State of Idaho.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board endorses the Idaho Statewide ITS Strategic Plan as a planning document for appropriate incorporation of ITS technologies by staff into future projects and those currently included in the STIP.

Chairman Winder expressed support for the plan and believes ITS is beneficial. He commended Mr. Kitchener and staff for their continued efforts in this important arena.

Recommendations on Proceeding with Automated Enforcement. Acting Traffic Engineer Lance Johnson elaborated on the serious issue of motorists deliberately running red lights. This violation is becoming more common and creates a real safety concern. A national study found that urban crashes involving signal violations are the most likely to cause injuries. From 1995 through 1999, there were 3,434 crashes in Idaho that involved red light running. Ada County,

and particularly the City of Boise, has the largest problem with this type of violation, with Boise responsible for 40% of the statewide total of red light running crashes, and these incidents are increasing.

Mr. Johnson reported on camera technology that has helped other areas address red light running violations. Red light cameras automatically photograph the driver and/or license plates of vehicles driven through red lights. The cameras, connected to the traffic signal and to sensors buried in the roadway, are triggered to photograph vehicles passing over the sensors after a light has been red for a predetermined time, so only unequivocal violations are recorded. The goal of a red light running project should be to significantly reduce the number of violations and crashes community-wide versus just at a particular intersection. Installing empty camera housings at the problem locations and moving the cameras periodically from one intersection to another is one cost effective means of addressing a community's red light running problem. Advertising is vital to achieving a reduction in red light running violations and crashes.

Mr. Johnson summarized other states' and municipalities' experience with red light cameras. He emphasized that public support is critical for a successful red light running program, along with a partnership with local government and law enforcement officials. Other components of developing a program include determining the best equipment for the area, identifying funding sources, and resolving legal issues. An extensive project development process to follow if an automated enforcement project is pursued was presented.

Member Sweeney questioned the criteria for a red light running program. Mr. Johnson replied that it has to be an obvious, blatant violation. The traffic signal would be red before the vehicle enters the intersection. Director Bower asked if a city could implement a red light running program on its own or if it would need legislation. Mr. Johnson reported that a city in Arizona implemented its own program, however, the legality of that program is now being challenged. DAG Bywater does not believe a municipality in Idaho could implement a program without state legislation.

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

RES. NO. WHEREAS, the Idaho Transportation Department supports initiatives that  
TB00-90 enhance traffic safety; and

WHEREAS, automated enforcement technologies exist that may reduce collision rates associated with drivers violating red traffic signal indications; and

WHEREAS, studies have shown that red light running technologies may substantially decrease collision rates in cities that utilize this technology.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes staff to form coalitions with interested city and county agencies to study the feasibility of utilizing red light running technologies and addressing the associated legal and financial issues and funding options for a possible future project.

Additional Legislative Presentations. BPIRM Detmar informed the Board of Senate Transportation Committee Chairman Evan Frasure's request for three budget briefings prior to him addressing JFAC on behalf of the Department's budget request. These sessions will include an overview of the budget, full time equivalent positions, and goals and objectives of the various divisions.

Executive Session on Legal Issues, Section 67-2345(1)(f), Idaho Code. Member McClure made a motion to meet in executive session at 4:15 PM to consider and advise the Board's legal representative in a matter where there is a general public awareness of probable litigation. Member McHugh seconded the motion and it passed unanimously.

The general tenor of the session was a discussion of probable litigation involving the Department regarding the actions of a contractor. The Board came out of executive session at 4:55 PM. No decisions were made.

WHEREUPON the meeting recessed at 4:55 PM.

December 15, 2000

The Transportation Board meeting reconvened at 8:30 AM on Friday, December 15 at the Transportation Department in Boise. All members were present except Chairman Winder.

Tour of Operations Annex. The Board members toured the annex building and visited with employees of the Division of Highways.

The meeting resumed in the auditorium at 10 AM with Chairman Winder presiding.

Discussion on Planning Session. The Board members discussed the planning session scheduled on February 16 and suggested topics for the agenda.

Coordination Demonstration Project. Public Transportation Administrator (PTA) Larry Falkner summarized the development of a pilot project to have a single, coordinated public transportation system in a given area for all public transportation services. The Public Transportation Advisory Council (PTAC) and the Interagency Working Group have partnered with ITD to sponsor this coordination demonstration project, which will be tested in Pocatello. PTAC Chairman General James Brooks elaborated on the pilot project. He believes it will be a successful project if a single public transportation services provider is willing to be the one-stop shop for the required services. This provider must either provide the needed services or arrange for the services requested through another provider. Social services and other agencies must be willing to use the single provider, and there must be a willingness for the users to pay their fair share of the costs.

General Brooks said the demonstration project will be implemented in either July or October, depending on Pocatello Regional Transit's budgeting requirements, and he outlined the 12-step approach identified for the project. The project will be monitored and adjustments made

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as necessary, and a report prepared for the groups involved. PTA Falkner added that the Department will also keep JFAC apprised of the project, as required in Idaho Code.

Chairman Winder thanked General Brooks for the presentation and particularly for his service to the state and continued efforts on behalf of public transportation.

Delegation – City of St. Maries. George Currier, St. Maries Downtown Revitalization Manager, thanked the Board for its time and elaborated on the city's plans to improve downtown. The city has been making improvements the past several years as its resources allowed. The city is now focusing on SH-5, or Main Street. The business owners are willing to provide assistance, and some have already replaced sidewalks. An LID is being considered for water and sewer projects and a request for a community development block grant has been submitted to the Department of Commerce. The city is requesting \$695,000 from ITD for surface improvements on SH-5 plus curb, gutter, and sidewalk in FY01.

Member McHugh expressed concern with projects running over budget. He asked if the city will cover additional expenses or if it would ask ITD for additional funds for overages. Benewah County Commissioner Jack Buell believes the county and city would provide funding for additional costs.

Chairman Winder questioned the status of the community development block grant. Mr. Currier replied that the Department of Commerce is reviewing the city's application and a decision should be made in March. He added that if those funds are approved, they would be available during state FY02 if ITD was able to fund a SH-5 project in FY02 instead of FY01.

The consensus of the Board was to have staff review the City of St. Maries' request and determine if funding is available for the SH-5 project. Chairman Winder added that he spoke at the recent Idaho Rural Partnership conference. They emphasized the importance of ITD to the small, rural communities with projects such as this. They acknowledged and extended appreciation to ITD for its assistance to communities. He believes St. Maries' revitalization project is another good project and encouraged staff to identify funding options for it.

Director Bower noted that there are several projects programmed in St. Maries in the Highway Development Program, including an Enhancement project in FY02. He asked staff to review the planned projects and consider combining or re-scheduling some projects to provide a better construction schedule for the city.

Chairman Winder thanked the St. Maries delegation for the presentation and encouraged the officials to continue working with DE Scott Stokes as well as Member McHugh on their transportation issues.

Old/New Business. The Department's difficulty in retaining and recruiting qualified employees continues to be a concern to Member Sweeney. Although it is partly a legislative issue, he asked if there is something the Board can do. Chairman Winder does not believe this is strictly an ITD issue, but rather a statewide problem and concurred that the issue needs to be addressed.

Director Bower reported that the Department continues to encourage the establishment of multiple pay lines as one means to address the salary issue. He will compile information on the Department's efforts on the state's compensation package for the Board to submit to the Governor's Office.

Director Bower distributed two resolutions addressing the 4(f) requirements that were approved at the recent AASHTO meeting. Because of time constraints, the Board decided to revisit this issue later. (See later minute entry.)

Delegation – Motor Carrier Advisory Committee (MCAC), East Annex Conference Room. MCAC Chairman Clay Handy welcomed the Transportation Board to the MCAC meeting in progress. He believes it is beneficial for the two groups to meet occasionally.

Consultant Randy Allameier provided an update on the Commercial Vehicle Information Systems Network (CVISN). The focus of this project is to provide safety information along the roadside, electronic screening at ports of entries, and electronic credentials administration. He summarized the accomplishments from the past year, including the formation of a multi-agency team to implement CVISN and the completion of the program plan, and outlined the goals for Level I in 2001.

CE Ross briefed the group on projects programmed to increase passing opportunities on US-95. He added that US-95 continues to be a major focus of the Board, and the Department continues to make improvements to this important route.

CE Ross also summarized the draft Truck Parking Study. Available truck parking spaces on and adjacent to the national highway system routes in Idaho were included in the study. The results indicate more parking places are needed along the interstate system. ITD will look at its rest areas and determine if additional capacity can be added at those locations. Parking does not appear to be a serious problem on the non-interstate highways.

MCAC Member Wayne McKinnon questioned the elimination of the rest area near Twin Falls and believes the stretch from Massacre Rocks Rest Area to the Bliss Rest Area is too long of a distance without a rest area. CE Ross responded that the rest area near Twin Falls needed extensive and costly work and because of the commercial facilities near the I-84 and US-93 interchange, the rest area was removed. Although there are no plans for another rest area in that area, he said he would revisit the issue. Director Bower added that ITD was working with the Department of Parks and Recreation on developing a rest area at Malad Gorge, however, those plans never materialized.

Motor Vehicle Administrator (MVA) Morris Detmar addressed recent concerns and discussions regarding runaway truck ramps. One concern of truckers is the cost to use these ramps. Although ITD does not charge a fee to maintain the ramps, there is a cost to tow the truck and if more than \$750 in damages occurs, Idaho State Police needs to be contacted and a citation may result. ITD's concern is to get runaway trucks off of the highway and stopped safely. The Department will get information out to the industry on these issues and encourage the use of the runaway truck ramps when necessary.

MCAC Chairman Handy believes the perception of truckers is that the ramps are unsafe. The ramp will either not stop the truck or will stop it so abruptly that the driver will be injured. He believes an educational program is needed. Director Bower said the ramps are a big investment to the Department and the ramps need to be used when necessary. MCAC Chairman Handy believes a video showing a truck driving onto a runaway ramp would be a valuable tool so truckers can see what actually happens when a ramp is used. He indicated he will pursue this option and will continue working on this important issue. CE Ross added that with various ITS applications and technology, it may be feasible to monitor trucks' weight and speed and determine if a truck should use the runaway ramp, with signing in place to notify the driver.

Chairman Winder asked MCAC for its general impression of SB1580, which eliminated the weight distance tax. MCAC Chairman Handy said the reaction has been mixed. Truckers who have received a refund as a result of the lawsuit are pleased, however, truckers that have to pay a higher registration fee now are unhappy with the new system.

MCAC Chairman Handy said he has worked with the local transportation committee in the Burley area. He asked the Board for its opinion of these local committees. Chairman Winder expressed support for these committees and said he believes they provide a valuable role in helping determine priorities and getting projects funded in the Highway Development Program. MCAC Chairman Handy encouraged the other MCAC members to participate in local transportation committees if they are available in their respective areas because of the benefits to the community and the importance of providing the trucking industry's perspective on various transportation issues and projects.

In response to Chairman Winder's question on the trucker's opinion of the differential speed limit, MCAC Member Ed Brandt replied that he had concerns initially, however, it does not appear to be a problem. MCAC Member David Coats said his concern is when one truck attempts to pass another truck and the speed difference between the two vehicles is minimal, so it takes a lot longer for the one vehicle to pass the other.

Director Bower reminded the group that the 129,000-pound pilot project will expire next year if it is not extended. MVA Detmar reported that the number of permits has increased, but the actual number of trips has decreased. MCAC Chairman Handy believes the shippers' alliance will probably ask for an extension of the pilot project.

MCAC Chairman Handy concluded the meeting by thanking the Board for its time. Chairman Winder thanked the MCAC members for their efforts on behalf of the trucking industry and their service to the state. He also expressed appreciation for the joint meeting.

The Board meeting resumed in the auditorium.

Recognition for Public Service Announcement (PSA). Joe Relk, Public Affairs Specialist, provided background information on the development of the PSA for the Idaho Historical Marker Guidebook. The PSA appears to be quite popular and is getting extensive airtime, resulting in higher than anticipated sales of the guidebook. He thanked the Department's videographers, Dave Tuttle and Mark Hall, for their expertise and assistance with the PSA.

On behalf of the Board, Chairman Winder commended the Public Affairs staff and the three Nez Perce Indians for their work on the PSA. He presented James McConville, Ralph Johnson, and Roland Johnson with certificates in appreciation of their assistance.


All three gentlemen thanked the Board for its time and the recognition for their help with the PSA. They were pleased to have the opportunity to participate in this project and enjoyed working with the Department's staff.

AASHTO Resolutions, Continued. The Board revisited the AASHTO resolutions regarding the 4(f) process. Member Blick questioned if the language is strong enough and includes ITD's concerns. Member Miller asked if a statement emphasizing public safety and elevating that above the 4(f) process should be included. Chairman Winder cautioned that the issue at hand is the 4(f) process and he discouraged including other matters in the resolution.

Vice Chairman Combo expressed concern with the Board taking a strong stance on the 4(f) process. If the requirements are revisited, they may become more stringent.

Member McClure made a motion to forward the AASHTO resolutions to Idaho's congressional delegation with a cover letter stating the Board's support of the resolutions and the Department's concerns with the 4(f) process. Member Blick seconded the motion and it carried 5-1 with Vice Chairman Combo dissenting.

WHEREUPON, the regular monthly Board meeting officially adjourned at 2:20 PM.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
January 18, 2001  
Boise, Idaho