

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 12-13, 1995

The regular session of the Transportation Board meeting convened at 8:10 AM on January 12, in Boise, Idaho at the Transportation Department. The following principals were present:

John X. Combo, Chairman - Region 1  
Leon E. Smith, Jr., Vice Chairman - Region 2  
Mike P. Mitchell, Member - Region 3  
Sue S. Higgins, Administrative Secretary to the Board  
Dwight M. Bower, Director  
Jim Ross, Chief Engineer  
Robert Trabert, Chief Legal Counsel

December 1994 Board Minutes. The minutes of the December 12-13, 1994 Board meeting were approved.

Board Meeting Dates. The following meeting dates were scheduled by the Board:  
February 2-3, 1995 - Boise  
March 9-10, 1995 - Boise  
April 6-7, 1995 - District 3

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

- 1) Board Policy B-18-10, Sexual Harassment. This policy has been revised to require that each incident be reported to the Civil Rights/Affirmative Action Officer. The reporting methods and personnel list that the employee can report incidents to were revised, plus the recent reorganizational changes were reflected.
- 2) Quarterly report for fiscal year program obligations. During the first quarter, \$17.161 million was obligated, which coincides with the project readiness target.
- 3) FY95 out-of-state travel report to date. The Board reviewed the travel summary for the first half of FY95. The report included the budgeted travel amount compared to the actual travel expenditures.
- 4) Professional agreements report. Payments for engineering consultant agreements amounted to \$198,941.48 during December 1994 and general consultant agreements equalled \$8,158.00 for a grand total of \$207,099.48.

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Board Policy B-12-16, Traffic Control Devices. This policy has been revised to clarify responsibilities, designate cooperative agreement and impact study requirements, and update organizational titles. The Board was concerned that the statement "for school crossing traffic signals to be installed on the State Highway System, the signals must meet warrant requirements," was too restrictive, and revised the policy to include that exceptions to this requirement must be approved by the Board.

Without objection, the Board approved the revised Board Policy B-12-16, Traffic Control Devices.

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

UST-11500 and UST-11800, keys 4940 and 4932 - underground storage tanks at Bonners Ferry and Spirit Lake maintenance yards, Boundary and Kootenai Counties, District 1. Low bidder: Ibex Construction, Inc., Spokane, Washington - \$101,587.56.

RA-4-1, key R401 - Bliss, Jerome, Hagerman, Timmerman, Cotterell, and Juniper Rest Areas; Gooding, Jerome, Blaine, Cassia, and Oneida Counties, District 4. Low bidder: L & L Inc., Orem, Utah - \$397,824.00.

STP-I-IR-84-3(049)173, key 5868 - I-84, US-93 IC to SH-50 IC, westbound lane, Jerome County, District 4. Low bidder: Sundt Corporation, Tucson, Arizona - \$7,079,833.00.

STM-1380(600), key 5566 - US-26, Jct. US-20 to Sparks Road, Butte and Bingham Counties, Districts 5 and 6. Low bidder: J. K. Merrill & Sons, Inc., Pocatello, Idaho - \$438,660.50.

RA-5-3, key R503 - Blackfoot Rest Areas maintenance, Bingham County, District 5. Low bidder: American Building Maintenance, Boise, Idaho - \$124,597.92.

ST-0009(600), key 5873 - Traffic signal, State Street at 33rd and ITD, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The item of major difference was item 656-A, traffic signal installation. This signal installation differs from the usual because of the 76 foot concrete surface that requires a contractor to bore the conduit instead of trenching. This contract also requires temporary patching for trenches in the plantmix approaches and when weather permits a permanent plantmix will be put down. The engineer's estimate did not include all of this extra work. Staff does not believe that re-advertising this project would result in any savings and that the signal work would result in less traffic interruptions at this time than later in the year.

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The Board concurred with staff's recommendation to award this bid. Low bidder: Romar Electric Company, Inc., Boise, Idaho - \$75,021.70.

RA-2-2, key R202 - Lenore Rest Area, Nez Perce County, District 2. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The engineer's estimate was generated by using the existing labor rate from the previous contract, adding the cost of supplies and tools, and a reasonable mark-up for overhead and profit. This was then compared with rest area maintenance contracts of similar size recently bid in southern Idaho and found to be reasonable. Staff has not discovered any omissions in the contract that would indicate we will not be receiving the required services and recommended that the project be awarded.

The Board concurred with staff's recommendation to award this bid. Low bidder: L & L Inc., Orem, Utah - \$50,112.00.\*

RA-2-1, key R201 - Mineral Mountain Rest Area, Latah County, District 2. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The engineer's estimate was generated by using the existing labor rate from the previous contract, adding the cost of supplies and tools, and a reasonable mark-up for overhead and profit. This was then compared with rest area maintenance contracts of similar size recently bid in southern Idaho and found to be reasonable. Staff has not discovered any omissions in the contract that would indicate we will not be receiving the required services and recommended that the project be awarded.

The Board concurred with staff's recommendation to award this bid. Low bidder: L & L Inc., Orem, Utah - \$54,912.00.\*

\*The Board members discussed these low bids and expressed concern that the quality of the maintenance service and care of the rest areas may not meet ITD's standards, especially since the contract is with an out-of-state company. Chief Legal Counsel Robert Trabert reminded the members that the Department has a good, valid bond with the bidder. Chief Engineer Jim Ross added that the Department inspects the rest areas periodically and ensures that the services are being performed satisfactorily.

Idaho Transportation Plan and Bicycle and Pedestrian Transportation Plan. Both planning documents had previously been adopted by the Board in draft form and have undergone public review and comment. Bicycle/Pedestrian Planner John Barnes stated that the Department received almost 200 comments, including a lot of text revisions, typing errors, and incorrect references. The Board members reviewed the comments received and the recommended responses. These comments were categorized into two groups: 1) comments which do not warrant plan revisions, such as those not directly related to the contents of the draft plan documents, or that can best be referred to a modal plan or the STIP process; and 2) comments with recommended revisions, including minor text changes, additional strategies, or reorganization of the document.

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Chairman Combo commended the staff for the time and effort that went into this document. The Board members realize this project was a big undertaking. Director Bower thanked Dave Reilly with the Federal Highway Administration for his support and assistance with ITD activities, especially planning. The Director added that Mr. Reilly is moving to Oregon and will no longer work with ITD.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to approve the codification of comments, responses, and revisions to the Idaho Transportation Plan and the Bicycle/Pedestrian Plan under the condition that the planning documents may be added to or modified as necessary, pending additional information. The motion passed unanimously.

This action means that Idaho now has an adopted long-range transportation plan and a bicycle and pedestrian plan which meets the requirements of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Mr. Barnes outlined the steps for final preparation and distribution of the plan.

Appointment to the Local Highway Needs Assessment Council (LHNAC). The Transportation Department has had two appointments to the LHNAC. With the retirement of Keith Longenecker effective December 31, 1994, Ray Mickelson was recommended to fill the vacancy for the Council, which is to expire on July 1, 1995.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to appoint Ray Mickelson to the Local Highway Needs Assessment Council. The motion carried.

Public Involvement Strategies for the Statewide Transportation Improvement Plan (STIP) and Transportation Modal Plans. ISTEA states that prior to adopting plans or programs, state transportation departments shall provide the public with reasonable opportunity to comment. ITD needs to activate a proactive, early and continuing approach to public involvement by employing a wide variety of techniques throughout the project planning, design, construction, and operation. This will ensure a well-informed public which feels it has opportunities to contribute input into the transportation decision-making process.

The Department is taking a new approach this year, according to Transportation Planning Administrator Ray Mickelson. This will be a district-driven approach of going to where the people are, rather than expecting the public to come to the Department. Julie Stutts, Public Involvement Coordinator, outlined the strategies for this method. Although the districts will have more responsibilities, headquarters staff in Transportation Planning, Highway Programming, Public Affairs, and each of the transportation modes will provide support and guidance. This new approach needs to be presented for public comment before it is implemented.

Member Mitchell made a motion to approve the draft public involvement strategies to begin the 45-day public review and comment period. Vice Chairman Smith seconded the motion and it passed unanimously. Final Board approval on the strategy will be requested following the 45-day comment period.

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Status of State Rail Plan Update and Potential Rail Rehabilitation Projects. The Transportation Planning Division is in the process of updating the State Rail Plan with technical assistance from Wilbur Smith Associates. The update will be developed in accordance with the future activities scheduled for the modal plans, and the updated state rail plan is to be submitted to the Board for approval in September 1995.

The emphasis at this time is the development of potential rail rehabilitation projects for federal fiscal year 1995 under the Federal Local Rail Freight Assistance Program. Two potential rail projects have been identified in the rail planning process. The first project is the 11 mile West Belt Branch of the Eastern Idaho Railroad from Ucon to Menan. If implemented, the \$2,580,000 project for crosstie replacement and rail relay would be phased in over several years. The second priority project is the 29 mile Payette Branch on the Idaho Northern and Pacific Railroad from Emmett to Payette. Rehabilitation cost is estimated to be \$1,330,000 for crosstie replacement and associated improvements and would also be phased if implemented.

The Idaho Railroad Advisory Council met earlier this month and showed support for both projects. If only one project can be funded, the Council showed a slight preference for the West Belt Branch project. Following submittal of the project applications, the Federal Railroad Administration reviews the applications and determines projects and funding priorities based on criteria established by Congress. Grant agreements are usually forwarded in late spring so construction can begin in the summer. Board approval of the final project(s) funded by the Federal Railroad Administration will be sought before construction begins.

Vice Chairman Smith made a motion, seconded by Member Mitchell, to approve the application to the Federal Railroad Administration for a rail rehabilitation project for both the West Belt Branch and the Payette Branch.

Status of the Intermodal Management System. The Intermodal Management System, including the rail portion, will be developed over a two year period and completed by October 1, 1996, in accordance with Federal requirements. The Work Plan and Facilities Inventory has been completed with input from the Task Force and submitted to FHWA, according to Transportation Planning Administrator Mickelson. Consultant assistance, as previously approved by the Board, will be used to help establish the data base, develop performance measures, and establish the system so it can be used for project selection by the deadline.

Winter Maintenance Levels Revisited. Chairman Combo revisited the previously-approved winter maintenance standards because of a phone call from the Fremont County Sheriff. The sheriff's office has received numerous complaints on the level of winter maintenance on US-20 north of St. Anthony. Chairman Combo asked if there is flexibility in the maintenance policy and if the Department contacts the counterparts in surrounding states to determine the maintenance levels of highways that go through both states.

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Chief Engineer Ross said ITD has not previously contacted other states for information on maintenance standards, but the Maintenance Section is currently in the process of doing that. He added that when he was the District 6 Engineer, he maintained US-20 north of St. Anthony to a higher level, if his manpower and budget permitted. He has discussed his philosophy with Acting District Engineer Gillespie who will now maintain that stretch to a higher level as resources allow.

The Board unanimously approved allowing the district engineers to use their discretion to maintain highways to a higher level when possible. Director Bower added that the administrative policy will be reviewed and expanded to incorporate this philosophy.

Director's Items. The ITD Annual Report has been published and is in the process of being distributed. Director Bower appreciated the diligent work and extra effort Jeff Stratten and the Public Affairs staff put into this publication.

A list of major projects requested in recent years, but not in the current program, was reviewed. The Board thought this information was timely and should be provided to the legislators, along with a map showing pavement deficiencies, and information on the limited funds available, resulting in lower maintenance levels than desired.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 12:15 PM the Board met in executive session to discuss personnel issues.

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

Driver's License Renewal by Mail Program Update. This Board-approved pilot program allows people to renew their driving license by mail every other renewal cycle. This procedure was started on July 20, 1994 with five counties, Ada, Bonneville, Lewis, Nez Perce, and Twin Falls. Ten additional counties were added on December 6. Approximately 33% of the eligible drivers have participated in the program. To date, the response on this process has been very positive, especially from the counties and sheriffs.

Drivers Services Manager Jane Caviness said the Department would like to continue adding counties to this program. A survey of the counties will probably be completed to determine what additional equipment will be needed and if they are willing to join this program. Motor Vehicles Administrator Doug Kraemer stated that once this program is fully operational, modifications will need to be made to the rule.

Mr. Kraemer reported that the Division has converted to staggered registration. The trucking industry was involved in this process and it has been a smooth transition.

He also stated that the assessor has closed down the Garden Valley registration, titles, and driver's license operation. The ITD's offer was to automate Horseshoe Bend's system if they would close down the manual operation. That has been done, although, the Horseshoe Bend

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office has not opened yet due to delays the County is experiencing. Garden Valley indicated interest in automating its operations, however, it would need to be automated at its expense. Also, the operator would have to be appointed as a deputy assessor by the assessor.

Public Transportation Advisory Council (PTAC) and Regional Public Transportation Advisory Committee (RPTAC) Goals and Objectives. The goals and objectives that have been met include the public transportation program policy, separation of PTAC members from RPTAC, the statewide kickoff of Regional Public Transportation Plan in accordance with ISTEA mandates, and the support and input into Regional Planning Guidance. Five of the six districts' RPTACs have full membership, with one vacancy still in District II. Some of the other activities will be ongoing, such as coordinating and integrating PTAC/RPTAC activities with the Interagency Working Group, assisting District VI in the regional transportation authority development process, and ensuring the regional planning process meets the August 1995 deadline.

Public Transportation Administrator Larry Falkner expressed concern with Districts I, II, and IV because there is no metropolitan planning organization in these districts. He stated that the Division of Public Transportation will provide more manpower and effort to these areas. The Board members also reviewed the Public Transportation Regional Planning Guidance document.

Director's Items Continued. Director Bower has meetings scheduled with Idaho's congressional delegations in Washington, DC later this month. The main topics for these discussions include the national highway system, the national transportation system, the federal restructuring of the Department of Transportation, reauthorization of ISTEA, and projects specific to Idaho. He would also like to discuss unfunded mandates with Senator Kempthorne.

Earlier, the Local Highway Technical Assistance Council (LHTAC) requested the responsibility of managing the Idaho Technology Transfer (T2) Center. Director Bower summarized FHWA's conclusions on this subject, stating it would be a difficult process and not encouraged. The letter also stated that increasing the productivity of the Idaho T2 Center could be better accomplished by contracting out some activities, rather than changing the management.

Director Bower met with several Boise city officials yesterday to discuss the city of Boise as a proposed site for Micron's expansion. The Director told officials the Department will assist with transportation issues and offer support from a technical standpoint, but no funding commitments can be made. He also told the group that the Department's assistance will be offered to the other Idaho cities still being considered for the company's expansion.

Appointment to the Local Highway Needs Assessment Council. The Association of Idaho Counties has recommended that John Dyer, Chairman of the Boise County commissioners, be appointed to the LHNAC to replace Con Alder, who is no longer an Oneida County commissioner. John Dyer has been a Boise County commissioner for two years and is a member of the LHTAC.

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Member Mitchell made a motion, seconded by Vice Chairman Smith, to approve the appointment of John Dyer to LHNAC for the duration of the Council's existence. The motion carried.

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

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>	<u>District</u>
BR-F-4113(078)	5	2836	US-95	2

Member Mitchell said he stopped to view the property and talked to Mrs. Marek by phone. See later entry on this subject.

Moscow South Couplet Project, District 2. District 2 staff worked with the city of Moscow and developed a modified couplet project. The proposal is awaiting approval from the city council. Member Mitchell expressed appreciation to the District 2 staff for their assistance to the city.

Visit to Central Records Section. The Board members toured the Central Records Office. They saw how the Department's mail is processed, what services the office provides, and visited with employees.

WHEREUPON the Board meeting recessed at 4:15 PM.

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The Transportation Board meeting reconvened at the Transportation Department in Boise at 8:25 AM on Friday, January 13, 1995. All members were present.

Demolition of POE Buildings at the Bliss Rest Area. Staff outlined the planned procedures to demolish these unused buildings, as requested by the Board. It will be necessary to contract for the removal of asbestos containing materials, then the building demolition can be performed by district maintenance forces. The Division of Public Works had planned to survey the two buildings for asbestos containing materials at the end of December 1994. Once that survey is documented, a contract can be prepared for the asbestos abatement. It is estimated that the buildings can be removed by early spring, 1995 at an estimated cost of \$37,000.

Annual Safety Rest Area Status Report and Updated Map. The Board members reviewed the map showing all existing and planned rest areas, as well as potential rest area locations. Some of the modifications to the planning map include changing the Bliss Rest Areas and the Jerome westbound Rest Area from existing to closed, as previously approved by the Board; with Board approval, changing the Jerome eastbound Rest Area from existing to closed, contingent on

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completion of the Malad Gorge Rest Area/Interpretive Center; and constructing the Malad Gorge Rest Area/Interpretive Center in FY98, with the condition that funding is available.

Without objection, the Board approved closing the Jerome eastbound Rest Area, contingent on completion of the Malad Gorge Rest Area, and the 1995 rest area planning map.

Right-of-Way Use Permit #3-95-187, Project FAP-FG-3112(010), US-95, District 3. Mr. and Mrs. Raymond Barker have requested a new 50 foot approach in the City of Fruitland, in a partial control of access area, to establish access to a proposed subdivision. The new access will be for a new public street, designated as Northwest 21st Street. Deeded right-of-way has not yet been acquired by the city.

Member Mitchell made a motion to approve the requested approach, subject to an appraisal and collection of the appraisal fees and the appraised value of the approach. Vice Chairman Smith seconded the motion, and it passed unanimously. The Board also directed staff to consider installing conduits for traffic control devices on the new US-95 approach in Fruitland, as well as other locations when similar situations arise.

Condemnation Revisited. Right-of-Way Manager Leonard Hill informed the Board that a tentative agreement has been reached with the property owner of parcel 5, project BR-F-4113(078), key 2836, US-95. He will not withdraw the condemnation order in case the agreement falls through and the order is needed.

Authorization to acquire property, NH-F-3271(037), Key 2793, Parcel 19, SH-44/55, District 3. The Board concurred with the Chief of Highway Operations' recommendation to authorize acquisition of this parcel valued over \$150,000.

The Board also approved proceeding with negotiations for acquisition of parcel 35, valued over \$150,000, for this same project. This parcel was brought to the Board for acquisition approval on November 21, 1994, at which time it was deferred.

Wilson Drain to Karcher Jct., I-184B, Key 4477, District 3. Vice Chairman Smith reported that the city engineers of Caldwell and Nampa do not have the time to work on right-of-way acquisition for this project. He suggested someone from ITD provide assistance to the cities and facilitate the right-of-way acquisition. The Director said the Department will look into this request and provide the necessary service to the cities.

Placing Gowen Interchange Modification in State-Funded Program for FY96, I-84/SH-21, District 3. At last month's meeting, the necessity of this project to relieve traffic backing up on I-84 at the Gowen Road interchange east of Boise was presented to the Board. The project, which would relieve congestion in the area and improve the safety for the traveling public, is recommended for the summer of 1995. The consensus of the Board was that the project was warranted and the Department should proceed with it.

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Vice Chairman Smith made a motion, seconded by Chairman Combo, to place the Gowen Interchange modification in the state program in FY96 in the amount of \$210,000. The motion passed unopposed.

Highway Development Program Supplement 95-1. A supplement to the Highway Development Program was prepared to update: the highway funding plan based on final FY95 federal apportionments; the comparison of available funding compared to approved projects and proposed changes in the five year Highway Development Program; selected highway program sheets annotated to reflect recently-approved and proposed changes to the Highway Program; a comparison of estimated and actual federal apportionments; and a balance statement for the state funded unallocated account.

Director Bower stated that the program changes will be brought to the Board as they are completed. The Board concurred with this procedure. Highway Development Program Supplement 95-1 is shown in Exhibit 125, which is made a part hereof, with like effect.

SH-55 and Hill Road Intersection, District 3. Vice Chairman Smith asked what measures could be taken to alleviate the dangerous intersection at SH-55 and Hill Road. District 3 Engineer LeRoy Meyer reported that the speed limit was recently reduced to 45 MPH in that area and that a flashing light is scheduled for installation very soon.

According to Member Mitchell, development is rapidly occurring north to Beacon Light Road. He believes the whole stretch of SH-55 from State Street to Beacon Light Road needs to be addressed to alleviate the congestion and safety concerns. The District will continue studying this area and determine what actions can be taken to meet the safety issues, with emphasis on the Hill Road intersection.

Addition of FY96 State-Funded Project, US-12, District 2. The Interstate Bridge at Lewiston-Clarkston is the second stage of a project to rehabilitate this bridge. The first phase was funded in FY93. Stage 2 will install a closed circuit RV/PA system, replace the traffic control barriers, and rehabilitate the bridge rail on the Snake River Lift Bridge at Lewiston-Clarkston. The need for this project was identified by a bridge inspection conducted by the Washington State Department of Transportation (WSDOT). Idaho has a joint maintenance agreement with Washington for this structure and the project will be a partnership.

WSDOT will administer the project and pay for one half of the project costs. Idaho's participation would be a payment to WSDOT of \$216,000, or the other half of the project's currently estimated cost. Funding in late FY95 or early FY96 will allow construction in summer, 1995.

Member Mitchell made a motion, seconded by Vice Chairman Smith, to approve the Interstate Bridge at Lewiston-Clarkston, Stage 2 project for FY96 in the State Funded Highway Development Program with a payment of \$216,000 to WSDOT. The motion carried.

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SH-55, Marsing to Sunny Slope, Key 88, District 3. Vice Chairman Smith asked for an update on alternatives to this project, scheduled in Preliminary Development. District 3 Engineer Meyer reported that the utility poles are too close to the highway, creating problems with widening this stretch. Vice Chairman Smith reiterated the concerns and support of the community in developing a viable project. Staff will continue studying feasible options.

McCall Alternate Route. According to District 3 Engineer Meyer, Judd DeBoer has proposed another alternate route for the McCall bypass. The District staff has reviewed this alternative briefly and will gather more information after a meeting with Mr. DeBoer later this week. Mr. Meyer added that the project would probably be deferred if this route is developed because of environmental concerns and public involvement. A public information meeting is tentatively planned for the end of February or beginning of March on the previously-approved route, followed by proceeding with right-of-way.

Chairman Combo expressed concern with revisiting this issue because of the Board's decision on a selected route at the September 1994 meeting. He directed the district to look at this proposal, and if it warrants starting over, that information should be presented to the Board.

Delegation - East Cassia County Soil and Water Conservation District (SWCD) and the US Department of Agriculture - Soil Conservation Service (SCS) - Living Snow Fence, I-84, Fisher Cutoff to Raft River, District 4. Ken Woodworth, SWCD, said the blowing dust and snow on I-84 around the Cotterel Rest Area causes a serious safety hazard. A video showing the poor visibility was viewed. According to Mr. Woodworth, this stretch of interstate is closed approximately 10 times per year because of blowing dust and/or snow. Cassia County Commissioner Lyle Woodbury told the Board that as an emergency medical technician, he has responded to numerous multiple vehicle accidents due to poor visibility.

The delegation requested Transportation Department assistance to fund and develop a living snow/dust fence of shrubs and trees, along a portion of I-84, to alleviate this problem. This pilot project is to evaluate the effectiveness of this living fence to reduce blowing snow and dust. If the pilot project is successful, additional projects will be proposed to cover the rest of the problem area. The fence must be placed on private land outside of the highway right-of-way to be effective. Prior to construction, permanent easements for installation and future maintenance of the snow fence will need to be acquired from the two property owners involved. Negotiations are still being held with property owners.

Because blowing dust is part of the problem, Chairman Combo believes the Department of Agriculture should get involved. He asked what other funding may be available and also questioned the Osgood Shelter Belt project in District 6 for a comparison. Chief Engineer Ross said the District 6 project, approximately 2 miles long, is a new venture, and if it's successful, will hopefully be expanded in other parts of the state. Member Mitchell asked if the University of Idaho, College of Forestry, has been involved in this project. He believes

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the college should be another source of assistance. Steve Skyler, National Resource Conservation Service, said that the college is not directly involved and indicated it doesn't want to be involved at this time.

The Board members are aware of the safety issue and realize the need for some resolution to this problem. The consensus of the Board was to have staff continue working on this Fisher Cutoff to Raft River project, especially alternative funding sources, while the SCS and SWCD proceed with the necessary right-of-way requirements.

Memorandums of Understanding (MOUs). Over the past several years, MOUs have been initiated between ITD and other state or federal agencies. The Board reviewed the list and status of existing MOUs. Staff does not believe the MOUs are effective without a specific project in mind. The Board directed the Department to keep the existing MOUs and refer to them when appropriate, and to develop new MOUs when the need arises.

Lewiston East Main Street Project, District 2. Member Mitchell provided an update on this project. The city can proceed with the project design and is to have a full report submitted to the Department of Commerce by February 3, 1995. However, funding is still an issue, and the project may lose ranking from the Department of Commerce if the city can't come up with the money.

Delegation - Greenhorn Gulch Road and Bridge, SH-75, District 4. Sun Valley Company is planning development for housing and a golf course approximately 5.5 miles south of Ketchum at Greenhorn Gulch. The Blaine County Planning and Zoning Commission has directed that turnbays be developed on SH-75 at Greenhorn Gulch Road for northbound left turns and southbound right turns.

The existing Big Wood River Bridge is located approximately 750' south of the Greenhorn Gulch Road approach on SH-75. This structure, built in 1934, has a 24' curb to curb width and a sufficiency rating of 38.9. The bridge's proximity to Greenhorn Gulch Road, the narrow width of the structure, and length of guardrails do not allow sufficient room to develop the northbound left turn lane. The age and condition of the bridge are such that it would not be practical to widen the existing structure, therefore, the district believes a 5-lane bridge with 3 lanes of traffic at an estimated cost of \$1,724,000 is the best solution.

Senator Clint Stennett expressed support for this project. He believes a new bridge would help move traffic and alleviate the safety concerns. He added that the development of the golf course, which the community supports, would be a big benefit, not only to the community, but also to the state.

Bill Frueling, project manager, Golden Eagle Ranch, Sun Valley Company, appreciated the opportunity to meet with the Board and provided an overview of the planned development. The Company will contribute \$300,000 for the bridge project if the schedule

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will coincide with the opening of its development in mid 1997. Engineer Larry White said the narrow bridge will result in substandard tapers with the turn lanes unless the bridge project is approved. He added that the proposed project would improve the roadway geometrics, and reduce the current bottleneck at the bridge. The project would also include a bike tunnel.

The Board members acknowledged that the golf course development would benefit the community and the state and understand the need for a bridge project. They also know the funding constraints the Department faces. Because of the validity of the Greenhorn Gulch Bridge project, the Board directed staff to look at alternatives in respect to right-of-way contribution, design contribution, and construction contribution, and develop a viable project.

Aeronautics Annual Report. The Aeronautics Advisory Board, Division of Aeronautics Administrator, and appropriate staff presented the annual report for the Division. Administrator Bill Cooper provided an overview on the general activities, financial benefits from aviation, income, expenses, and the aircraft pool for the past year. During calendar year 1994, the number of total flight hours and passengers using state aircraft increased. This program is operated on a break-even basis.

The appropriate Aeronautics' staff presented information on the centralized travel contract, safety and education, airport operations, flight operations, and airport development.

Aviation System Planning. The Federal Aviation Administration (FAA) regional office has tentatively allocated \$135,000 for FY95 system planning activities in Idaho. The matching share of \$15,000 will be provided by in-kind services, bringing the total to \$150,000 for the project.

At the FAA Northwest Mountain Region Airport Conference, the possibility of a region-wide implementation of a computer system known as Airport Information Management System (AIMS) was discussed. This planning and management tool would automate several data files currently being maintained manually and interconnect them with existing computer files. The basic system has been developed under various FAA-funded system planning and grants and, therefore, is public domain. The costs associated with the proposed implementation of AIMS would be data collection and entry, any customizing required to meet our specific needs, and training on system use. Because the Aeronautics Division does not have the manpower nor the expertise to complete this, a consultant would be hired.

Dependent upon the final FAA funding available, the next round of pavement evaluations are scheduled for FY95.

Without objection, the Board approved the use of a consultant to perform the implementation of the AIMS system in Idaho, the use of a consultant to conduct the next round of pavement evaluations, and the authorization for the Division to enter into FAA grants to fund 90% of these projects.

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Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 4:50 PM the Board met in executive session to discuss personnel issues.

The Board came out of executive session at 5:30 PM. No decisions were made.

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

  
JOHN X. COMBO, Chairman  
Idaho Transportation Board

Read and Approved  
February 2, 1995  
Boise, Idaho

January 13, 1995

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 2-3, 1995

The regular session of the Transportation Board meeting convened at 8:10 AM on February 2, in Boise, Idaho at the Transportation Department. The following principals were present:

John X. Combo, Chairman - Region 1  
Leon E. Smith, Jr., Vice Chairman - Region 2  
Mike P. Mitchell, Member - Region 3  
Sue S. Higgins, Secretary to the Board  
Dwight M. Bower, Director  
Jim Ross, Chief Engineer  
Robert Trabert, Chief Legal Counsel

January 1995 Board Minutes. The minutes of the December 12-13, 1994 Board meeting were approved as corrected by the Board members.

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

March 9-10, 1995 - Boise  
April 6-7, 1995 - District 3  
May 18-19, 1995 - District 2  
June 15-16, 1995 - District 6  
July 6-7, 1995 - District 4

Election of Officers. Section 40-308, Idaho Code, states that the Board shall elect officers at the February meeting. John X. Combo made a motion, seconded by Mike P. Mitchell to elect Leon E. Smith, Jr. as Chairman. The motion passed unanimously by roll call vote. Mr. Combo said the motion was well-merited and he looks forward to working with Mr. Smith as chairman. Mr. Mitchell added that this is the best board he's served on and all of the members are knowledgeable on and concerned with the issues.

Chairman Smith made a motion, seconded by Mr. Combo, to elect Mr. Mitchell as Vice Chairman. The motion passed unopposed.

Director Bower thanked Member Combo for his guidance and leadership as chairman. He added that he is looking forward to working with Chairman Smith in that capacity.

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

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1) Board Policy B-03-01, Acquisition and Disposal of Real Properties and their Improvements. This policy was revised to eliminate the dual appraisal requirement, except on complex parcels, as determined by the Right-of-Way Appraisal Coordinator. Staff titles were changed and clarifying language was added.

2) Professional agreements report. Payments for engineering consultant agreements amounted to \$148,515.53 during January 1995 and general consultant agreements equalled \$3,749.00 for a grand total of \$152,264.53.

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

STP-M-7564(005), Key 3548 - "A" Street, Farm Road to Line Street, Moscow, Latah County, District 2. The low bid was more than 25 percent under the engineer's estimate, requiring justification. After reviewing the bids, the district believed the low bid was a result of competitive bidding. No apparent errors were noted in the review of the individual bid prices, therefore, staff recommended awarding the bid.

The Board concurred with staff's recommendation to award this bid. Low bidder: Quad-Cities Construction, Inc., Pullman, Washington - \$1,300,998.89.

BRF-4110(103), Key 6012 - Goff Bridge Wells, North of Riggins, Idaho County, District 2. The district staff believed the high bid was the result of having only one bidder on this specialty work and the short time frame allowed to complete the work prior to the Goff Bridge project. The recommendation was to reject this bid and combine the work involved with project BRF-4113(78), Goff Bridge, rather than readvertise separately. By tying the well drillwork to the bridge project, the wells can be coordinated by the prime contractor to be constructed prior to major work on the bridge, which should result in better prices.

The Board concurred with staff's recommendation to reject this bid and readvertise the project as part of the Goff Bridge project.

UST-32200, UST-31200, and UST-31800, Keys 4934, 4926, and 4925 - Caldwell Maintenance Yard, Cascade Maintenance Yard, and Banks Maintenance Yard; Canyon, Valley, and Boise Counties, District 3. Low bidder: Envirotest, Inc., Boise, Idaho - \$178,953.00

SBID-6390(100) and SBID-93(002), Keys 5421 and 5670 - Salmon River Information Center and Elk Creek River Access, SH-75, Custer County, District 6. Low bidder: Maverick Construction Company, Inc., Burley, Idaho - \$171,541.00.

STKP-4591 and STKP-4592, Keys 5257 and 5258 - Shoshone and Marley, Lincoln County, District 4. Low bidder: Idaho Sand and Gravel Company, Inc., Nampa, Idaho - \$132,500.00.

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IM-84-4(020)222, IM-84-4(021)229, IM-84-4(022)237, and IM-84-4(023)239, Keys 4856, 4857, 4858, and 5251 - Salt Lake IC to Cotterell; Cotterell to Idaho, east-bound lane; Idaho to Sublett, east-bound lane; and Idaho to Sweetzer, west-bound lane; I-84, Cassia County, District 4. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$655,197.20.

STPE-6420(102), Key, 5551 - Cinder Butte to Old Butte Road #1, Bike Path, US-20; Bonneville County, District 6. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$289,130.00.

ST-6804(602), Key 5383 - Jct. SH-33 to Fremont County Line, SH-32; Teton County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$618,455.40.

Limited Annual Permit for Manufactured Homes, SH-21, Ada County, District 3. Morgan Drive Away Inc. has requested the issuance of an annual manufactured home permit to move 16' 2" high homes from the Guerdon Factory to a temporary storage site until delivery can take place. When the manufactured home is to be delivered, it would be routed and issued a single trip permit to its final destination.

The requested annual permit would be for a specific route of SH-21 to Gowen Road to Orchard Road to Diamond Street to Eagleson Street. The route has been verified for appropriate clearances and is acceptable for the requested height. Vice Chairman Mitchell wanted assurance that the movement of these homes would not interrupt traffic. There are two main intersections along this route, and the permit should restrict transporting the manufactured homes during peak traffic hours.

Vice Chairman Mitchell made a motion to approve the proposed request to transport manufactured homes from the factory to the storage site, on the route outlined above, on a special annual manufactured home permit. Member Combo seconded the motion and it passed unanimously.

Local Highway Needs Assessment Council's (LHNAC) Presentation on Needs Assessment Study Update. The Board members reviewed a revised study, however, Ralph Little said the report still had not been finalized. Minor changes need to be made and figures revised, but he indicated the report should be complete in a couple of weeks. He added that the update study validated the findings in the initial needs assessment study completed in 1990.

Jim Covill, consultant, emphasized that the technical work has been completed and that conservative standards were used in the update. For all four jurisdictional levels, total needs amount to \$8.7 billion for the seven year study period, and the focus for additional revenue needs to be on both users and non-users. He also stated that more local roads were inventoried in this study. The inventory database will be available to the local agencies for their use and information.

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Discussion followed on additional revenue sources. Concern was expressed that if a small increase in revenue is obtained this year, that would jeopardize the chance for a much-needed increase next year or in the near future. Member Combo said the update study explains the needs and that's what the focus should be. The Transportation Department and local entities are responsible for informing the legislators, and citizens, of these needs and the revenue required for the state's infrastructure.

Chairman Smith stated the four entities (Association of Idaho Cities, Idaho Association of Counties, Association of Highway Districts, and ITD) need to be united on the position taken on the update study and on funding issues. Member Combo echoed those thoughts, especially with the substantial backlogs and needs identified in the study.

Mr. Little said the AHD's position is to seek 50%, for the three local entities, of additional revenue to the Highway Distribution Account. He also believes that the groups need to work together. Emphasis needs to be placed on non-user revenues, although there is usually more opposition to this. He suggested waiting one year before seeking additional revenue and in the meantime, sell the study to the state, especially legislators.

A legislative committee to analyze the update study and possibly other transportation issues was proposed by Mr. Oliver. The decline in federal funds is a concern and with ISTEA expiring in 1997, these issues could also be addressed by this committee. He suggested attempting for a small revenue increase this year, promoting the update needs study, and seeking a larger increase in funding once the highway needs are known statewide.

Chairman Smith realized this update was not an easy task and extended the Board's appreciation for LHNAC's efforts and work. The final study is to be forwarded to the Board members for review in a couple of weeks, followed by a special meeting, tentatively scheduled for the end of this month, for further discussion.

Strategic Planning and Performance Reporting. Department personnel have been actively involved in developing a strategic plan for ITD, as required in Idaho Code. A Strategic Planning Team was formed to incorporate strategic planning efforts and quality elements into Department operations and ensure that training efforts are aligned with our mission. An initial draft is due to the Division of Financial Management on March 1, 1995 and the final report on May 1, 1995. Dr. John Luthy, consultant, has been retained to aid the Department in maintaining this schedule, facilitate meetings as necessary, assist divisions, bureaus, districts and sections in initial development, and help train personnel in the necessary skills for future revisions.

Jim McFarlane, Intermodal Planning Manager, said strategic planning and performance reporting are a new way of doing business for ITD and the process has been time-consuming. The Department is in the fore-front with its plan and other state agencies have asked to look at ITD's plan for guidance. Director Bower added that there has been a lot of involvement from employees, not only the strategic team. He believes Department personnel has developed a Strategic Plan that employees have ownership in.

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The Board reviewed the recommended mission statement, vision, individual core values, corporate values, and goals, stated below; the functional/program chart; strategic planning development schedule by phase; and a copy of the Division of Financial Management memorandum, providing guidance in developing the strategic plan and implementation dates. The Board members expressed appreciation to staff for a job well done and a plan that is well written.

**Mission Statement:** We provide high quality, cost-effective transportation systems and services that are safe, reliable and responsive to the economical and efficient movement of people and products.

**Vision:** We envision transportation systems and services that are characterized by safety, reliability and innovative technology and are founded on a workforce of highly trained, motivated and committed employees. We will continue to be sensitive to the environment while integrating the multiple interest of all citizens, visitors, business, industry, and government.

It is our vision that Idaho's transportation system and services will provide a competitive edge to businesses in their expanding markets. ITD will continue to be a leader in implementing one of the most efficient, responsive and cost-effective transportation and service delivery systems in the nation. Idahoans will have a modern, balanced and integrated multi-modal transportation network that is efficient, safe and dedicated to a quality environment. The transportation system will continue to be developed to accommodate future population growth while minimizing congestion, improving air quality and preserving scarce resources.

**Corporate Values:** We believe in and are dedicated to serving the public with the highest standards of quality, safety, responsiveness and integrity. We believe in hard work, quality leadership, equal opportunity and commitment characterized by respect for both employees and those we serve. We encourage change, promote diversity, pursue accomplishment and invite customer involvement. We are proactive, efficient, effective, knowledgeable, practical and are dedicated to our mission. We will remain devoted to the ideals of clarity, teamwork, partnering, recognition and common courtesy in everything we do.

**Individual Core Values:** We believe in and are committed to an open, honest, quality work environment that is characterized by respect for others, professionalism, recognition, equal opportunity, job satisfaction and concern for overall Department effectiveness. We seek change and innovation in a manner that encourages participation, new ideas, constructive criticism and new opportunities. We believe in integrity that directs our work with each other and our customers, supports our mission, defines career paths, and which is the foundation for our respect for the public trust.

**Goals:** Safety - To achieve the highest possible safety levels both within the Department and throughout the entire transportation system by decreasing Department accidents and those within the transportation system to the lowest attainable levels.

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**Transportation Infrastructure** - To increase the overall quality, serviceability, durability, and efficiency of the entire transportation infrastructure.

**Transportation Planning and Development** - To increase the general efficiency and cost effectiveness of transportation projects and programs by improving analysis, planning and scheduling activities.

**Public Involvement** - To increase the level of public understanding and active involvement in transportation decisions while improving data collection and analysis for more effective input for project and program improvement.

**Multi-Modal Transportation System** - To achieve a fully integrated statewide multi-modal transportation system that is cost-effective, durable, efficient, accessible, and affordable for all citizens, institutions, and organizations.

**Internal and External Collaboration** - To achieve a higher level of internal and external quality through continuous and measured improvement in cooperation, collaboration and communication, resulting in more effective partnerships with other public and private entities to maximize utilization of available resources.

**Environment** - To achieve the highest possible level of environmental quality while serving the transportation needs of a growing population.

**Customer Satisfaction and Service** - To achieve the highest possible level of customer satisfaction and efficient utilization of resources within each program area of the Department.

**Employee Development** - To achieve an efficient, trained workforce with the highest attainable level of expertise, capability and capacity to meet current and future transportation challenges.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to approve the mission statement, vision, values, and goals, as well as the development schedule. The motion carried.

Legislative Presentations. The Board members briefly discussed the presentations scheduled for the joint Senate and House Transportation Committees later in the day and the Joint Finance and Appropriations Committee (JFAC) tomorrow. The sense of the Board was to appeal to the Legislature to authorize spending of the \$10 million in the FY95 budget supplement for pavement rehabilitation, and to inform them of the additional ongoing revenue of \$10 million needed for resurfacing. Vice Chairman Mitchell suggested emphasizing that the local entities have urgent needs, too, and added that we need to work together with them on these issues.

At 1:30 PM the Board met in the Gold Room at the State Capitol Building for a joint meeting with the two Transportation Committees.

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Joint Senate Transportation and House Transportation and Defense Committee Meeting. Chairman Smith briefed the group on the Department's \$10 million FY95 budget supplement needed for pavement rehabilitation, the decline of the state's pavement surface condition, and the results of the LHNAC study update. Over a seven year study period, the transportation needs of the state, cities, counties, and highway districts amount to \$8.7 billion, and additional funds are needed to meet those critical needs.

Some information Director Bower provided included ITD's revenue and distribution, the FY96 budget request, deficient pavements, comparison of Idaho's highway user fees with other states, increasing highway congestion levels, critical bridges, decreasing traffic fatality rates, and continuous quality improvement. The five division administrators, plus the Manager of the Office of Highway Safety, each briefed the Committees on their respective areas, and responded to questions.

The Board meeting continued in the Board Room at the Transportation Department at 4:20 PM.

Extension of Steve Carlson's Contract Installing Weigh-in-Motion (WIM) at Strategic Highway Research Project (SHRP) Sites. An agreement was initiated in August 1993 with Steve Carlson to write specifications to purchase and install WIM and automatic vehicle classification equipment at 13 SHRP sites. According to the specifications, ITD was to purchase and install one system and evaluate it for acceptance, while Mr. Carlson was to develop software to analyze and store weight sensor data and communicate that data via telephone to the Department. The consultant was also to develop calibration procedures for the WIM units.

A supplemental agreement was approved in September 1994 to continue with the evaluation of the first WIM system and development of software to collect weight data at ports of entry. After successfully installing one WIM system on I-84 and completing part of the software, the remaining 12 WIM systems need to be purchased and installed at each of the remaining SHRP sites. Axle sensors at 40 permanent traffic counter sites also need to be installed. The Department is obligated to SHRP to install the WIM system at each of the SHRP sites.

A supplemental agreement was requested to install the additional 12 weigh-in-motion/automatic vehicle classification systems and to prepare the data to be included in the traffic monitoring system, as well as to install axle sensors at 40 different, continuously operating traffic counter sites. The \$120,000 supplement had been approved in the 1995/96 budget and the annual State Planning and Research Work Program. Funds are 80% federal and 20% state.

Chairman Smith asked if the agreement has been reviewed and approved by the Legal Section. Vice Chairman Mitchell expressed concern that this project is developed in time to take care of problems at the local level. The Department needs to avoid downtime.

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Member Combo made a motion to approve the supplemental agreement in the amount of \$120,000 for the WIM installation as outlined above, subject to the Legal Section's approval. Vice Chairman Mitchell seconded the motion and it passed unopposed.

Transportation Planning Administrator Ray Mickelson reported that the Statewide Transportation Improvement Plan has been approved by the Federal Highway Administration. He also shared information on costs to develop the 20-year Transportation Plan. To date, Idaho has spent \$217,050, with an additional \$15,000 expected in future costs. Compared to costs incurred by surrounding states, ITD's expenditures are under the average.

Quarterly Report on Cole/Overland Project, NH-IM-IR-2(001)50, Key 2521, District 3. Work on the Cole/Overland project has been hampered by utility conflicts and the cold weather in November. The contractor estimated that the cumulative effect of these delays is 125 calendar days. ITD, FHWA, the consulting engineer, and contractor met in December to agree on a way to get the contractor back to work. This meeting was a good example of the partnering philosophy being used to benefit the public.

To date, 26 change orders have been identified in addition to 2 utility change orders. Total cost of these changes is \$430,000. The project is 35% complete with 25% of the time elapsed. This is misleading, however, in the fact that the delays have pushed weather sensitive work into next winter.

Nampa/Caldwell Boulevard Project, District 3. District 3 Engineer LeRoy Meyer reported that they are in the process of soliciting negotiators and appointing a supervisor to oversee the acquisition of right-of-way for this project. He added that the two cities are involved and ITD will continue working with them. Director Bower assured the Board members that the Department will be negotiating with the property owners within three weeks.

Authority to Acquire Property, F-3271(052), Key 3758, Parcel 27, SH-55, District 3. The Board concurred with Chief of Highway Operations' recommendation to authorize acquisition of this parcel valued over \$150,000.

Status of SH-55, State Street to Beacon Light Road, District 3. DE Meyer reported that survey work is being completed, a flashing signal at the SH-55 and Hill Road intersection should be installed next month, and the intersections along this stretch of SH-55 are being analyzed. Vice Chairman Mitchell emphasized again the need to slow down traffic in this area.

Status of McCall Alternate Route, District 3. District staff has reviewed the plat of Judd Deboer's proposed development and held discussions with him on the proposed alternate route and possible right-of-way contributions. No environmental obstacles are foreseen. The city council has invited DE Meyer to address this alternate route at the meeting next week.

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Chairman Smith stated a meeting with the associations of cities, counties, and highway districts has been scheduled for tomorrow morning. The Board meeting will reconvene at 8:00 AM at the Idaho Association of Counties' office to continue discussing results of the LHNAC study update.

WHEREUPON the Board meeting recessed at 5:40 PM.

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The Transportation Board meeting reconvened at 8:00 AM on Friday, February 3 at the Idaho Association of Counties' office in Boise, as a follow-up on the LHNAC presentation the day before. All members were present. In addition to Secretary to the Board Sue Higgins and Director Dwight Bower, Budget, Policy, and Intergovernmental Relations Manager Mary Detmar, ITD, was also present. Ray Oliver, Association of Highway Districts (AHD); Daniel Chadwick, Anthony Poinelli, Jill Watts, and Lorna Jorgensen, Idaho Association of Counties (IAC); Scott McDonald, Association of Idaho Cities (AIC); and David Wynkoop, attorney for Ada County Highway District, were also in attendance.

The focus of the meeting was 1) ITD's FY95 \$10 million budget supplement request, 2) an additional ongoing \$10 million in needed resurfacing revenue for the Department, and 3) the results of the LHNAC study update indicating needs of \$8.7 billion for the four entities, over a seven year study period.

Mr. Oliver said his association will not make an issue of and would support the Transportation Department's FY95 \$10 million supplement, if the Department agrees to an equal split with the three local entities of additional revenue. He believes that money is the Department's and will not pursue acquiring a portion for his association. The IAC and AIC are holding meetings next week. Both Mr. Poinelli and Mr. McDonald said this issue will be discussed, with a recommendation to also refrain from seeking to acquire a portion of the \$10 million reserve funds for their entities, if an agreement with the Department is reached. They will communicate their respective association's position to ITD next week.

The AHD will seek an equal share of any additional revenue to the Highway Distribution Account (HDA), according to Mr. Oliver. He asked the Transportation Board to recognize the needs of the locals, and to agree to an equal split on additional funds. Mr. Poinelli and Mr. McDonald added that the position of the IAC and AIC, respectively, is to also pursue an equal split on increased revenue. Board members indicated an appreciation of the position of the associations and understand the desire for an equal division of additional revenue between the local entities (combined) and ITD, and will work towards this goal. The Idaho Transportation Board members stated they will work with the three local road entities for an equal division of additional revenue, with the understanding that the associations will support ITD's FY95 \$10 million supplement budget request. Because the Departments of Law Enforcement and Parks and

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Recreation also receive a percentage of the HDA funds, it was suggested to determine Governor Batt's position on additional HDA money for these Departments.

Addressing the \$8.7 billion infrastructure needs, Chairman Smith believes a legislative resolution authorizing and directing the legislative council to establish a committee to undertake and complete a comprehensive study and review of surface transportation and state and local government efficiency in administering transportation services in the state is a good starting point. Mr. Oliver added that the committee could also focus on federal funding; Idaho's funds have slowly been declining over the years and it is uncertain how the proposed reorganization of the U.S. Department of Transportation and consolidation of funding sources will affect the state or what transportation bill will follow ISTEA when it expires in 1997.

Director Bower emphasized the importance of the four entities being united on these issues. Vice Chairman Mitchell told the local associations to communicate other concerns to the Department, which could possibly provide assistance or support in local matters. The consensus of the group was to work together on common issues, especially funding, and to pursue a meeting with the Governor to discuss the needs of the four entities in a cooperative effort.

WHEREUPON the meeting recessed at 9:15 AM.

At 9:45 AM the Board and Director addressed JFAC concerning the Department's FY96 budget in Room 328 at the Capitol.

Budget Presentation to the Joint Finance and Appropriations Committee. Chairman Smith relayed discussions of recent meetings with Governor Batt on January 20, and the morning's meeting with the three associations, plus information on ITD's reorganization and internal operations. He stressed the need for spending authority on the \$10 million FY95 budget supplement, plus an additional \$10 million in ongoing revenue for resurfacing the state's highways. He added that the highway needs of the local entities are just as critical, as reported in the LHNAC study update.

Director Bower's presentation included the FY96 budget request, pavement surface condition, unfunded projects requested, an increase in traffic congestion, and the decline in Idaho's traffic fatalities. The Department's major efforts include the long-range plan, strategic plan, and continuous quality improvement. Remodeling at Headquarters, a document retrieval system for microfilmed documents, and increased spending authority for aviation fuel tax increase comprise the decision units. He also emphasized the decline in federal funds that Idaho has experienced and predicted that trend will continue.

The presentation concluded with a question and answer period.

The Board meeting resumed at the Transportation Building at 11:30 AM.

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Status of Administrative License Suspension. Chief Legal Counsel Robert Trabert said double jeopardy and equal protection (for minors with a blood alcohol count of .02 or greater) are both issues the state is currently struggling with. The consensus of the Board was to continue prosecuting the law as set forth by the legislature; it is the Department's responsibility to administer the law. CLC Trabert added that the Attorney General has appointed a deputy to oversee this issue and the Department has been working cooperatively with the attorney general's office.

Right-of-Way Use Permit. As requested by the Board, the Legal Section developed a right-of-way use permit that would allow activities such as landscaping, berming, sprinklers, etc. on highway right-of-way. The form now in use is designed primarily for the permitting of approaches to highways.

Chairman Smith suggested a paragraph for optional compensation to the permittee if ITD retains the improvements after the agreement is terminated. Other considerations the Board suggested include a clause to recover attorney fees, specify "term" provision, and a paragraph for other special provisions.

Vice Chairman Mitchell made a motion, seconded by Member Combo, to approve the Right-of-Way Use Permit with the outlined revisions. The motion passed unanimously.

Bonnors Ferry North to Jct. of US-2, NH-F-5116(026), Stage I, Key 0713, and NH-5110(101), Stage II, Key 4777, US-95 and US-2, District 1. The Department is in the process of developing the North Bonners Ferry to Junction of US-2 and US-95 project. The length of construction will be about 2.7 miles and will be constructed in two stages; the first stage is programmed in FY97 with stage II in FY98. Five alternate design options for this project were developed and studied for this project.

At the public information meeting held in June 1990, the public displayed a neutral attitude in regard to the five alignments that were presented. Various local agencies showed a preference for the design known as Alternate #2, the North Hill West route. District studies showed that this route was the most viable option. At the design/location hearing held November 15, 1994, strong community and local agency support was given for Alternate #2.

The Board previously reviewed the hearing transcript and mail-in testimony on this project. Vice Chairman Mitchell asked if the proposed port of entry/rest area project in the area is part of this project. The planned port of entry is in the vicinity of this project, however, it is a separate project. He asked staff to review the design of the proposed port of entry for efficiency and practicality.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to approve the location and design of Alternate #2, North Hill West, for the Bonners Ferry Hill project. The motion passed unanimously.

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Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 12:05 PM the Board met in executive session to discuss personnel issues.

The Board came out of executive session at 1:05 PM. No decisions were made.

Annual Report on Audits. Internal Review Manager Carri Rosti presented the annual report on audits, including Internal Review's internal and external audits performed in 1994, and the work planned for 1995. The Board also reviewed the status of audit resolution. Ms. Rosti explained the procedure for follow-ups on reviews, and the different levels and scopes of reviews.

Rule 39.03.14, Policy During Spring Breakup Season. This rule is being amended to define the enforcement procedures concerning posted weight and/or speed restrictions on state highways due to spring breakup season. This amendment is intended to clarify when the signing and marking of a state highway is done by the District and when enforcement of the posting requirements may begin. These procedures will allow the trucking industry ample time of notification of a weight and/or speed restricted state highway prior to enforcement of those restrictions.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to approve the requested modifications, initiate temporary rule making, then proceed with regular rule making. The motion carried.

Rules 13 and 19, Permits for Overweight/Oversize Vehicles. The modification to Rules 13 and 19 is being done at the request of the legislative body. The current rule only allows the issuance of single trip permits for the operation of vehicles and/or loads on red routes.

The two rules would be modified so that a vehicle configuration may be issued an annual overweight/oversize permit for travel on red routes (posted bridges), upon completion of an analysis verifying the requested weights are acceptable. The annual permit will be issued for a specific vehicle configuration, operating on a specific route, at specific weights. All information will be listed on the annual permit and will be subject to revocation at such time the vehicle configuration changes, the approved weights change, or a bridge rating changes.

A procedure will have to be developed by the Permit Office to track these permits issued, so that if the route changes, an analysis can be completed for the new posted bridge and if the analysis for that vehicle configuration is denied, the permit can be revoked. Since all of the bridges are not analyzed, a permit could be issued and then revoked two months later because a new bridge was posted and the vehicle configuration will not pass analysis.

Member Combo made a motion to approve the requested modifications, initiate temporary rule making and proceed with regular rule making. Vice Chairman Mitchell seconded the motion and it passed unanimously.

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Rule 39.02.22, Mileage Use Fee Administration. During the Senate and House Transportation Committees' review of ITD's rules, the Associated Logging Contractors objected to some provisions of this rule. The committees expressed that they did not want to set the rule aside and they did not want to do concurrent resolutions to set aside the portions in dispute.

Registration Services Manager, Herb Kinney, suggested that the rule be held until the differences could be resolved. All agreed with this approach and a meeting was held on January 31, 1995. The meeting resulted in some modifications to the rule that both the Department and the Associated Logging Contractors found acceptable.

The proposed changes were reviewed by the Board members. Vice Chairman Mitchell made a motion, seconded by Member Combo, to approve revisions to Rule 39.02.22 for emergency rule making. The motion carried.

Mountain Home Truck Stop, I-84, District 3. In light of pending litigation, Chairman Smith requested the Department determine options for establishing a park on the southwest quadrant by the Mountain Home truck stop. Alternatives may include planting grass and utilizing picnic tables and other items from rest areas the Department will be closing.

Annual Report on the Safety Program. Employee Safety/Risk Manager Cheryl Rost reported on the Department's safety activities during the past year. Some of the emphasis areas included ergonomics, improving security at work, mandated controlled substances and alcohol testing of employees required to have a commercial driver's license, and an early return to work program.

Ms. Rost also mentioned that the Department received a dividend from the State Insurance Fund. This dividend represents a 21% return of premiums paid in 1993, based on losses versus premiums averaged over a three year period. ITD also received an award of merit for its safety program. Additionally, the Department of Administration discounted ITD's liability insurance due to the employee participation in defensive driving classes. The Board members also reviewed the safety-related training completed in 1994.

Annual Report on the Wellness Program. Some of the Wellness Program activities for the past year included flu shots, fitness tests, an employee district-to-district fitness challenge, and installing, or finalizing plans to install, ice machines in all district offices and Headquarters. Additionally, each district offered other activities. A program evaluation survey was completed by employees, with the overall rating of the program a success.

Wellness Council Representative Kathleen Slinger outlined some of the goals for 1995, including, completing a strategic plan for the program, studying the impact the program has on insurance rates, expanding the nutrition/weight control program, and circulating wellness information to employees on a regular basis. She added that two Boise State University interns are helping with the Wellness Program.

February 3, 1995

The Board members believe this is a beneficial program and thanked the Council members for the extra time and effort put into this program. Chairman Smith told the Council representatives to inform the Board if it can help facilitate this program.

At 3:00 PM Chairman Smith excused himself for a prior commitment. Vice Chairman Mitchell presided over the meeting.

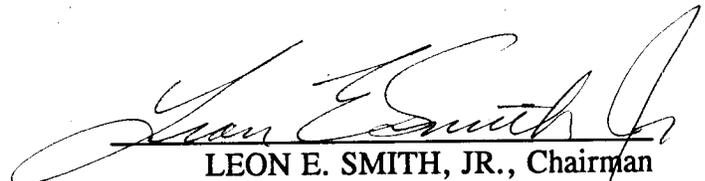
Annual Report on Civil Rights Activities. Chief of Civil Rights Ginny Tsu reported on the activities of the Internal Affirmative Action Program, the Title VI Program, Americans with Disabilities Act, the Disadvantaged Business Enterprise Program, Native American Supplemental Funding, the Contract Compliance Program, and the On-the-Job Training Program. Staff members Sherie Sweaney and Sherise Fuller also briefly discussed their respective civil rights/affirmative action and contract compliance programs.

Ms. Fuller thanked Jack Coe and FHWA for their support with the Department's programs, especially training and special provisions. CCR Tsu echoed those sentiments.

Federal Issues. FHWA Administrator Coe briefed the Board on U.S. Department of Transportation Secretary Pena's proposal to reorganize the Department. The proposal calls for three administrations, consisting of Intermodal Transportation, Aviation, and United States Coast Guard. The next steps will be financing and how to administer the proposal.

Port of Entry. Member Combo relayed an earlier discussion with Representative JoAn Wood and Jefferson County Prosecuting Attorney Rob Dunn. The prosecutor's office has been receiving telephone calls from New York regarding traffic tickets received at the Sage Junction Port of Entry. The question was raised if the port's telephone number could be printed on the ticket instead of the number of the prosecutor's office. Chief Engineer Ross will look into this matter.

WHEREUPON, the regular monthly Board meeting officially adjourned at 3:40 PM.

  
LEON E. SMITH, JR., Chairman  
Idaho Transportation Board

Read and Approved  
February 24, 1995  
Boise, Idaho

February 3, 1995

Special Meeting of the Idaho Transportation Board

February 24, 1995

The Transportation Board met at 1:30 p.m. on February 24, 1995 in Boise, Idaho at the Idaho Transportation Department. The following principals were present:

Leon E. Smith, Jr., Chairman - Region 2  
John X. Combo, Member - Region 1  
Sue S. Higgins, Secretary to the Board  
Dwight M. Bower, Director  
Jim Ross, Chief Engineer  
Robert Trabert, Chief Legal Counsel

Local Highway Needs Assessment Study Update. Local Highway Needs Assessment Council (LHNAC) Chairman Ralph Little said the Council believes the executive summary and Chapters 6 and 7 of the update study need to be returned to the consultant for revisions. He believes this could be completed by mid-April. The Council would like a legislative committee established to educate the public and make the results of the study known. The Council is working on the agenda of events.

Jim Covil, consultant on the update study, reported on the conclusions and recommendations of LHNAC. However, an amendment to the consultant's contract to re-write the conclusions and recommendations was proposed.

Chairman Smith believes the data in the study is credible and useful. He added that the report appears to have the locals in competition with the state on revenue, and that should not be incorporated in the report. All of the needs of the entities need to be analyzed and reported on. Chairman Smith asked if the first five chapters of the study could be summarized now and presented to the legislature while the report is being finalized.

The Council members were excused to discuss this proposal.

February 1995 Board Minutes. The minutes of the February 2-3, 1995 Board meeting were approved as corrected by the Board members.

Ratification of Settlement, Project IR-84-2(001)50, Key 2521, Parcels 131 and 132, District 3. Member Combo made a motion to ratify settlement of parcels 131 and 132, Wild Waters of Boise, on the above project, in the total amount of \$4,125,000. The settlement is to include all costs and interest pursuant to Section 7-712, Idaho Code, less the amount previously paid of \$2,933,172.63, making a net settlement of \$1,191,827.37. Chairman Smith seconded the motion and it passed unanimously.

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Legislation to Increase Revenue. The consensus of the Board was to not introduce legislation this session to increase the Department's revenue. Revenue-increasing bills have been prepared and shared with legislators, but the Board members opted not to proceed with the legislation at this time. A letter will be sent to each legislator with information on the poor condition of the road surfaces and the need for additional revenue. The decision was made not to present a proposed gas tax hike based upon representations by legislators that an interim committee would study this issue.

FY95 Supplemental Authorization. On February 14, 1995, the Joint Finance and Appropriations Committee approved a \$5 million supplemental authorization of state funds for FY95, and \$5 million to be divided among the cities, counties, and highway districts.

Rehabilitation projects to be advanced from FY96 and 97 have been identified to utilize the funds. Most of the recommended projects are from the State Funded Program, however, the Surface Transportation Program - State Highways has also been affected. Projects will be identified to re-fill in the Highway Development Program to available funding levels in the Highway Development Program Supplement 95-2, which will be presented to the Board at the March meeting. The projects recommended for advancement include:

Key No.	District	Location
5896	1	SH-41, Rathdrum to Spirit Lake Road
5887	2	SH-8, Bovil to Ruby Creek RR Bridge
5943	3	SH-44, Jct. I-84 to Jct. SH-16
5890	4	SH-24, Jct. I-84 to Wayside
5893	4	I-84B, Y-Dell to I-84, Heyburn
1485	5	US-91, Utah State Line, North
5383	6	SH-32, Jct. SH-33 to Fremont County Line

Member Combo made a motion, seconded by Chairman Smith, to approve the above projects for advancement into FY95 of the State Funded Highway Development Program, upon final legislative approval. The motion passed unanimously.

Local Highway Needs Assessment Study Update, Revisited. Mr. Little reported that the Council approves having the consultant prepare an interim report to be presented to the legislators while the study is being finalized.

Member Combo made a motion to authorize a briefing paper, based on the first five chapters of the study, to be prepared for distribution, and to authorize Director Bower to negotiate an amendment to the contract with consultant Covil to compile the briefing report, complete the update study, including conclusions and recommendations, and work out a time table for the tasks. Chairman Smith seconded the motion, and it passed unopposed.

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The Board voiced support for the resolution authorizing and directing the legislative council to establish a committee to undertake and complete a comprehensive study and review of surface transportation and state and local government efficiency in administering transportation services in Idaho. Chairman Smith thanked LHNAC and the consultant for their efforts and presentation on the update study.

Annual Human Resource Development Report. In FY94, the Human Resource Development (HRD) Section provided up-to-date technical training to keep employees current in their jobs, video support, and individual and intact work group consultation. Classroom attendance for in-service and out-service classes consisted of 6,152 registered employees. The business and industry standards for employee development are typically 1 1/2% to 2% of total expenditures and 6% to 10% of personnel costs. ITD's costs were approximately 1% for training and expenditures and 3.5% of total personnel costs. Some training was put on hold while the section's manager and technical specialist positions were filled.

HRD Manager Jerri Mizrahi reported on some of the Section's current activities, including scheduling more training in team concept and facilitators, studying and evaluating the Department's current performance plan along with the Human Resource Services Section, and developing diversity training in conjunction with the Civil Rights Bureau. The Section has also been involved in strategic planning and has implemented a customer service survey.

Member Combo asked about the status of the working environment in the HRD section. When the Board members toured this office this past December, they expressed concern on the poor working conditions. Chief of Administration Transtrum reported that in view of JFAC's deletion of our budget request for housing employees such as the HRD staff, the Department is looking into other options for the section and expects to make a decision on housing these employees by the middle of spring.

Ports of Entry. At the February 3 meeting, Member Combo relayed a county prosecutor's concern that his office's telephone number was printed on traffic tickets issued at ports of entry. Mr. Combo believes this issue has been resolved, however, other counties may have matters that may need to be addressed. He asked if the Department could contact prosecuting attorneys in counties that have ports of entry to determine if they have problems the Department could help them with, and to offer a cooperative, open-communicative working relationship.

Director Bower said the Department will contact those prosecuting attorneys. It was also suggested to provide defendants, along with the traffic citation, a brochure of information and guidelines.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 4:20 the Board met in executive session to discuss legal issues.

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The Board came out of executive session at 4:35 p.m. No decisions were made.

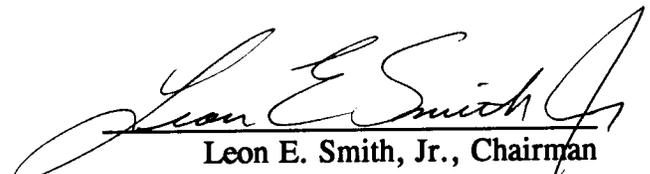
Update on Nampa/Caldwell Boulevard Project, District 3. Chief Engineer Ross reported that a supervisor and two fee appraisers have been hired to negotiate the right-of-way parcels needed for this project. He believes they began working on this project earlier this week.

East Main Street Project, Lewiston, District 2. The city has requested financial assistance from ITD to reconstruct its East Main Street. The Department has received letters from the following in support of this project: Swift Transportation Company Inc.; Inland 465; Port of Lewiston; 3B's Transportation Company, Inc. and Gator Intermodal, Inc.; Baker Truck Lines, Inc.; Campbell's Corner; Coldwell Banker; Nez Perce County Commissioners; Lewiston's Chamber of Commerce; Precision Machine and Supply, Inc.; Coca-Cola Northwest Bottling Company; Senator Sweeney; Representative Bruneel; Representative Mader; Jane M. Miller; and Rick Hanks. Senator Sweeney also provided the Board members with a video tape of the street.

The Board expressed a desire to help the city of Lewiston, if possible and asked the Department to take another look at available options. Staff is to prepare a summary of the history of the project to date and funding alternatives.

Status of Signs with Governor's Signature. Chief Engineer Ross reported that District One is the only district that has not yet completed placing overlays on all signs bearing former Governor Andrus's signature. Weather has caused delays in District One, but staff is currently about 50% complete and anticipates being done by March 1, 1995.

WHEREUPON, the Board meeting officially adjourned at 5:00 p.m.

  
Leon E. Smith, Jr., Chairman  
Idaho Transportation Board

Read and Approved  
March 9, 1995  
Sandpoint, Idaho

February 24, 1995

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

March 8-10, 1995

Vice Chairman Mitchell and Member Combo met with the Local Government Committee of the Coeur d'Alene Chamber of Commerce at 1:30 p.m. on March 8 at the District 1 Office in Coeur d'Alene. The discussion focused on fast tracking improvements on US-95 from the Canadian border to the Oregon border, particularly with the issuance of bonds. Because legislation would be required, the Board suggested the group discuss this option with legislators. The Department will be available to provide needed data and the Director will be asked to appoint an ITD contact on this subject.

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The Board meeting and District 1 Board tour officially began at the Edgewater Resort, Sandpoint at 8:00 AM on Thursday, March 9, 1995. The following were present:

Leon E. Smith, Jr., Chairman - Region 2  
 Mike P. Mitchell, Vice Chairman - Region 3  
 John X. Combo, Member - Region 1  
 Sue S. Higgins, Secretary to the Board  
 Dwight Bower, Director  
 Jim Ross, Chief Engineer  
 Jeff Stratten, Public Affairs Officer  
 Tom Baker, District 1 Engineer  
 Larry Wolf, Assistant District 1 Engineer  
 Jack Coe, Division Administrator - Federal Highway Administration

The group boarded a North Idaho Community Express, Inc. (NICE) bus driven by its executive director, Aaron Knight. The following individuals accompanied the Board and staff on the trip, Bonner County Commissioners Steve Klatt and Wayne Newcomb, Sandpoint Chamber of Commerce member Shawn Keough, and Clark Fork-Pend Oreille Coalition member Diane Williams. The group traveled US-95 south, stopping to view and discuss the Algoma to Sagle project. Assistant District Engineer (ADE) Wolf said this project, approximately two miles in length, will have four lanes with a center turnbay. The shoulders will be about two feet. Although improvements to this stretch are needed, Commissioner Klatt requested a two-lane highway with a center turnbay and wider shoulders. That is what the majority of area residents desire, according to Commissioner Klatt. He also voiced concern on safety issues because of the number of school bus stops along this section, the numerous approaches, and the high pedestrian and bicycle traffic.

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The group then traveled west on Dufort Road, a Bonner County road. At the junction of US-2, the bus drove east on US-2. The Board members viewed the erosion control work recently implemented at this site. The county commissioners disembarked in Sandpoint before the bus traveled to the US-95, Kootenai Cutoff to Colburn project site north of the city. This seven-mile project is currently under contract. The group observed erosion control measures undertaken at this location before Ms. Keough and Ms. Williams departed.

Delegation - Boundary County and Bonners Ferry Representatives. Residents and officials from the Bonners Ferry area met with the Board at the Kootenai River Inn, Bonners Ferry. Boundary County Commissioner Bob Graham believes the Department needs a different approach to setting priorities for projects. Bonners Ferry city attorney Peter Wilson asked if ITD has been contacted about East Port. This major border crossing on US-95 was designed for a higher capacity and he believes traffic will increase considerably in the near future. He added that US-95 is the only highway in northern Idaho and should be given greater attention.

Skip O'Fallon, GEM EDAC, asked if the North Hill project is still on schedule. District Engineer Baker confirmed the Board's approval of this US-95 project just north of Bonners Ferry at its meeting last month and stated that the project is still on schedule, stage 1 in FY97 and stage 2 in FY98.

Mr. Wilson thanked the Board for stopping in Bonners Ferry and listening to their concerns.

The Board traveled US-95 north to look at the North Hill project before returning to Sandpoint via US-95. The Board covered the following agenda items on the bus:

February 24, 1995 Board Minutes. The minutes of the special Board meeting held on February 24, 1995 were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:  
 April 6-7, 1995 - District 3  
 May 18-19, 1995 - District 2  
 June 15-16, 1995 - District 6  
 July 6-7, 1995 - District 4  
 August 24-25, 1995 - District 5

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

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

ST-5110(617), key 5357 - Algoma to Sagle, US-95, Bonner County, District 1. Low bidder: Glen L. Waddell, Inc., Coeur d'Alene, Idaho - \$547,611.70. Note: The Board did

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not approve the lane markings for this project. See later entry on discussion of this project.

STM-5726(601), key 6036 - Jct. SH-3 to Jct. I-90, SH-97, Kootenai County, District 1. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$354,142.00.

STP-F-3291(028), key 2623 - I-84 to Diversion Dam, Stage 2, SH-21, Ada County, District 3. Low bidder: Harcon Incorporated, Spokane, Washington - \$8,677,199.15.

ST-7592(601), key 5365 - Intersection Alfresco Road, SH-27, Burley, Minidoka County, District 4. Low bidder: Gordon Paving Company, Inc., Burley, Idaho - \$123,673.85.

STP-RRP-0600(008), key 4439 - Weeding Lane Railroad Crossing, Bingham County, District 5. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$38,034.45.

IM-IR-15-3(080)128, key 4637 - Osgood Shelter Belt, I-15, Jefferson County, District 6. Low bidder: Gunderson Construction, Rigby, Idaho - \$238,602.68.

STM-0001(621), key 6052 - FY95 Districtwide Brooming (north), Kootenai, Boundary, and Bonner Counties, District 1. Low bidder: AAA Sweeping, Veradale, Washington - \$62,771.00.

STM-0001(610), key 5302 - FY95 Districtwide Brooming (south), Kootenai, Benewah, and Shoshone Counties, District 1. Low bidder: AAA Sweeping, Veradale, Washington - \$141,260.15.

STM-0003(611), key 5228 - Districtwide Brooming, Ada, Adams, Boise, Canyon, Elmore, Idaho, Payette, Valley, and Washington Counties, District 3. Low bidder: Aero Power-Vac, Inc., Missoula, Montana - \$87,720.00.

STKP-3672, key 6045 - Caldwell Stockpile, Canyon County, District 3. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$110,560.00.

UST-41100 and UST-42000, keys 4936 and 4920 - Stanley maintenance yard and Sublett maintenance yard, Cassia and Custer Counties, Districts 4 and 6. Low bidder: Crandall Service Company, Inc., Twin Falls, Idaho - \$124,127.52.

2) Appointment to Regional Public Transportation Advisory Committee (RPTAC) in District 2. Shirley McGeoghegan was appointed to fill the vacancy on the District 2 Committee, as recommended by the RPTAC.

3) Statewide Rural Functional Classification Map. This map is used to determine the standard to which a road should be built to carry the traffic it serves. The following routes

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were upgraded from major collector to minor arterial: SH-8, Moscow to Troy; SH-24, Rupert to I-84; and SH-52, Payette to SH-72.

4) Quarterly delinquent check report. During the fourth quarter, \$21,273,448.32 in checks were received. The Department collected \$10,733.63 and the collection agency \$842.96. Overall in calendar year 1994, the Business Services Section collected \$36,373.81 and received \$29,455.48 in returned checks. Since 1992, Business Services has had .14% of the checks received returned as collected, and has only written off .0074% of the outstanding delinquent checks as uncollectible.

5) Professional agreements report. Payments for engineering consultant agreements amounted to \$138,648.58 during February 1994 and general consultant agreements equalled \$12,001.00 for a grand total of \$150,349.58.

Proposed Membership for Idaho Technology Transfer (T2) Center Advisory Committee. The Board previously appointed the Local Highway Needs Assessment Council (LHNAC) to be the advisory committee to the T2 center director. This group has two representatives each from the Association of Idaho Cities, Idaho Association of Counties, Idaho Association of Highway Districts, and ITD. Because LHNAC will be disbanded on June 30, staff recommended a new advisory committee to replace LHNAC. The Board approved the recommended list, including:

Bob Smith, ITD Research Engineer  
 Jerri Mizrahi, ITD Human Resource Development Manager  
 Mike Marchand, Northwest Tribal LTAP Director  
 Cathy Garner, FHWA Division T2 Coordinator  
 Bill Schnelle, USDA-Forest Service Appointee  
 Michael Kyte, University of Idaho (transportation engineer) appointee  
 Mark R. Soderling, Lakes Highway District  
 Terry Bailey, Bannock County Engineer  
 Gary Young, Twin Falls Public Works Director

The Board instructed the Director to use his discretion to appoint another member. Additionally, staff is to consider asking a representative from the INEL to be on the committee, since the other Idaho Transportation Consortium members are represented.

Authority to Acquire Property, F-3271(052), Key 3758, Parcel 4, SH-55, District 3. The Board concurred with Chief of Highway Operations' recommendation to authorize acquisition of this parcel valued over \$150,000.

Authority to Acquire Property, F-3271(052), Key 3758, Parcel 50, SH-55, District 3. The Board concurred with Chief of Highway Operations' recommendation to authorize acquisition of this parcel valued over \$150,000.

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

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<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>	<u>District</u>
STP-F-3271(033)	5	2027	SH-44/55	3
STP-F-3271(033)	8	2027	SH-44/55	3
STP-F-3271(033)	18	2027	SH-44/55	3
STP-F-3271(033)	34	2027	SH-44/55	3

The Board requested staff to prioritize the Eagle-area projects before the program update scheduled for September.

Public Involvement Strategies for the Statewide Transportation Improvement Program (STIP) and Transportation Modal Plans. Several meetings have been held to discuss the proposed public involvement process. No major changes have been suggested as a result of these meetings. Two written comments, from LHTAC Administrator Haynes and David Peckham, were received and reviewed by the Board.

The Board members reviewed the description of the proposed public involvement procedures, the interim public involvement strategy for the Department's STIP and modal transportation plans, and the 1995 schedule for the STIP. The emphasis is on a district-driven approach with support from headquarters staff in Transportation Planning, Highway Programming, Public Affairs, and each of the transportation modes. Additionally, staff will do more outreach and go to the public.

Vice Chairman Mitchell made a motion, seconded by Chairman Smith, to approve the proposed public involvement strategies. The motion passed unopposed.

Upon returning to Sandpoint, the Board thanked Mr. Knight for providing transportation. Mr. Knight said his agency has great communication with the Transportation Department and a good working relationship.

The Board meeting resumed in the Edgewater Resort, Sandpoint.

Discussion on US-95, Kootenai Cutoff to Colburn. Approximately 20 people were present to discuss this project and share concerns over recent wetlands damage and erosion. Sandpoint Chamber President Rick Cox is pleased that the Department has reacted to the needs and concerns of area residents. He asked for ongoing communication with the Department.

Because Sand Creek has been impacted by the erosion and siltation going into the creek, Bob Dunnagan, Panhandle Chapter Trout Unlimited, asked what ITD's plans are for mitigation and improvement. Another concern was the cost to mitigate the damages and who will be paying for this. District Engineer Baker reported that mitigation efforts have already been implemented, the erosion control plan is being finalized, and the revegetation plan for the project is being completed. The cost to date is approximately \$200,000. However, new wetlands will need to be developed, but those costs have not been finalized.

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Diane Williams of the Clark Fork-Pend Oreille Coalition thanked the Board for coming to Sandpoint and meeting with the locals. She said that when the project was started, the District was approached about the erosion problem and violations were cited in late 1994. If the Department would have acknowledged the problems at that time, she believes a lot of the erosion would have been prevented.

Fish and Game biologist Chip Corsi is supportive of the mitigation efforts and restoration of Sand Creek. Support was expressed from the community, particularly Trout Unlimited, to help restore Sand Creek. Mr. Dunnigan challenged the Department to develop a plan that the community can assist with. DE Baker said an ITD environmental specialist will be in the area the week of March 13 and will meet with interested parties to discuss Sand Creek and to start developing a restoration plan. A suggestion was made by Ponderay Planning and Zoning Chairman Richard Hutter to tie construction of the highway project with cleaning up the creek.

Mark Eliot, Department of Lands, voiced concern with the lack of planning by ITD. He asked if the Department was unaware of the soil condition in the area, or if the information was ignored. A soils book with data of the area is available. DE Baker said the project was not designed locally. The workload in the district was quite heavy at that time, so an employee from another area was asked to design the project, although the District was involved in the team effort.

Discussion on US-95, Algoma to Sagle. Because of the high number of bicyclists, Tom Suttmeier, North Idaho Pathways, asked what the shoulder width will be on this project. With the recent development along this stretch, DE Baker believes a separated bike path would be preferable, however, someone would need to maintain a separated path. Mr. Suttmeier said there are no funds to maintain a separated path, nor anyone willing to maintain it.

Chairman Smith reported that the contract for this project was awarded earlier in the day, however, no decision on the lane markings was made. The District Engineer will meet with the citizens from the Sagle area to determine their desires for this project and work with them on an agreeable project.

Sandcreek Coalition member Steve Holt said the residents in the area support a two lane highway with wider shoulders. Because safety is an issue, he asked if the speed limit could be reduced. He also voiced concern on the number of bus stops along this stretch and said that issue needs to be addressed. Mr. Holt and other area residents would like to work with the Department on these issues. Chairman Smith said discussion on the US-95, Algoma to Sagle project will resume tomorrow.

Division of Environmental Quality Regional Administrator Gwen Burr has been working closely with the District the past several months on the US-95, Kootenai Cutoff to Colburn project. She is encouraged by the actions the Department has taken, but additional details for an erosion and sedimentation plan need to be worked out. Ms. Burr said that lessons have been learned in this area that can hopefully be applied to the Department's projects elsewhere.

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Director Bower stated that the Department should have handled this project differently, including implementation of an erosion control plan at the beginning of this project. ITD is committed to mitigation on this project and future ones. The Department has learned some lessons and in the future will focus on better communication with the locals. He added that each district will have a transportation planner to work with the local governmental entities and the citizens.

Chairman Smith thanked the delegation for attending the meeting and sharing their concerns and ideas.

WHEREUPON the Board meeting recessed at 5:05 PM.

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The Transportation Board meeting reconvened at 8:00 AM on Friday, March 10 in the conference room of the Edgewater Resort in Sandpoint. All members were present.

Aeronautics Aircraft Pool Study. As a result of a meeting with Governor Batt earlier this year, a study was completed on the Division of Aeronautics' aircraft pool. The Board members suggested revisions to the draft report.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to send the study to the Aeronautics Advisory Board (AAB) for consideration of the revisions. If additional changes are made by the AAB, the report is to be brought back before the Transportation Board. If the AAB approves the revised study, it shall be forwarded to the Governor's Office. The motion passed unanimously.

Delegation - City of Kootenai. Mayor Gendel requested turn lanes in the city on SH-200. The town is growing and fully supports this proposal. She stated that both the city, through a proposed community development block grant, and businesses will provide financial assistance. Panhandle Area Council Planner Kurt Smith outlined the time frame for the city's grant. Dale Van Stone, Bonner County Commissioner, stressed the safety issue because of the growth in the area.

The Board acknowledged the need for this project and encouraged the city to proceed with its grant application. Chairman Smith added his appreciation for the city's efforts and the community's united support. He directed staff to review the design plans for the turning lanes, provide needed assistance, and determine what financial commitment the Department can make. The report is to be presented at the April meeting. Vice Chairman Mitchell questioned the city's long-range plans. He said if signalization will be needed in the future and conduits aren't in place now, the city should consider installing conduits at this time.

Director Bower added that he viewed the location of the proposed project two days ago and considers it a worthy project. Because the road is a state highway, he is appreciative of the city's partnership.

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Delegation - Bonner County Commissioners. Commissioner Klatt reported on the recent formation of a broad-based community transportation committee. He emphasized the need to work with the Transportation Department, and suggested revisions to the Department's flow chart that would include additional public involvement steps.

Petitions were presented to the Board to change the scope of the US-95, Algoma to Sagle project, currently designed for four lanes. The community desires two lanes with wider shoulders, a center turn lane, passing lanes, an acceleration lane at Dufort Road, and reduced speed limits to 45 m.p.h.

Brad Littlefield, Director of Transportation for the Bonner County School District, said the bus makes approximately 10-12 stops along this stretch. The District's policy is to pick up students at their driveways, rather than one gathering point. He believes a four-lane highway would be a safety hazard because the students cannot cross a four-lane road.

Sandpoint Mayor Ron Chaney believes the project should be four lanes. The area needs better highways to accommodate the increase in tourism. He said a four-lane highway is needed to Coeur d'Alene and that the Department needs to look at the total picture, not just the Sagle area.

Chairman Smith said the Department needs to react to the community's desires and be responsive to the residents. To reconstruct US-95 as a four-lane highway would be ideal, however, funding is a major issue. Forty percent of the state's pavements are deficient and need to be resurfaced. He mentioned the proposal for a legislative interim committee to study the needs of Idaho's highways and funding issues.

Commissioner Klatt requested financial assistance from ITD to improve Dufort Road. This county road is being used as a detour, although undesignated, while US-2 is being reconstructed. Because of rock blasting along US-2, the highway is closed to traffic most of the day. The increased traffic, especially truck traffic, on Dufort Road has resulted in damage to the road that would not have occurred otherwise. Commissioner Klatt admitted that the county road would have required repairs anyway, so the county will commit some funds in a cooperative effort with the Department. He expressed gratitude to the Board members and Director for the meetings in Sandpoint and their tour of the area.

The Board expressed its opinion that it would like to work with Bonner County, but it has to be careful of setting a precedent because undesignated detours are an issue statewide. The District Engineer was directed to review the county's proposal and ascertain what assistance can be provided. This report is to be presented at the April Board meeting.

Discussion on US-2, Thama to Wrenco Loop Project. Mike Boeck, Idaho Forest Industries Division Manager, related the trucking industries' and mill's frustration with the road closure and opening schedule not being adhered to. Ms. Keough, Sandpoint Chamber of Commerce, communicated support for this project and a willingness to work together with ITD

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and the contractor to resolve the conflicting schedule. She added that US-2 is a critical link to the area and of great economic importance.

Commissioner Klatt asked if the Department can penalize the contractor for not adhering to the schedule. Commissioner Newcomb thanked the Board for traveling to Sandpoint, viewing the area projects, and meeting with the locals. He added that the east-west commerce is shut down a couple of hours every day due to the road closure.

The tremendous growth in the Spokane area has resulted in increased traffic on US-2, according to Mayor Chaney. He appreciates the current project on US-2 and urged the Board to continue funding this highway because it helps alleviate traffic on US-95.

Barbara Blood, who resides along US-2, stated dissatisfaction with the lack of communication from the Department. Robert Gruner, Crest Home Health Director, expressed frustration with the road closure schedule on US-2 and reported that not only was the road being opened later than scheduled, but also being closed earlier than anticipated. He asked if there was a phone number that could be called to confirm the road openings. Another area resident, Tom Sykes, said his kids have been arriving at school late almost every morning since the construction work began.

Erosion occurring at the project site is another concern. Ms. Williams, Clark Fork-Pend Oreille Coalition, suggested ground monitoring of the project. Mr. Sykes mentioned the substantial drainage into his slough and is concerned with the blasting debris and dust. He doesn't believe ITD is managing the project like it ought to.

Property owner Reed Walker relayed his displeasure that the Department had to take a portion of his good land for wetland mitigation. He believes the environmentalists have gone too far with their wetland requirements. Member Combo said that replacement of wetlands do not have to be on the project site. He asked the Department to consider mitigation sites that will have less impact on the public in its future projects.

DE Baker said reader boards are being installed to notify the public of the closure schedule. The district is purchasing two radio systems to aid with communicating the schedule. Additionally, the Department is in the process of negotiating with Burlington Northern Railroad to open a detour along the railroad right of way close to the blasting site. This would enable US-2 to remain open at all times except when blasting is occurring. The Board directed the District is to ensure that the contractor sticks to the road opening/closure schedule. Other options should be considered, such as window stickers for residents living along the route so they can travel in and out of their property during closures, as long as blasting is not occurring and it's safe, and a phone number for people to call to confirm road openings.

Chairman Smith thanked the people for attending the meeting and addressing the Board with their concerns and problems. The Department will try to address all of the issues that were presented.

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FY1995-2000 Federal Lands Program Update. The Idaho Tri-Agency Group, consisting of ITD, the U.S. Forest Service, and the Western Federal Lands Highways Division of the Federal Highway Administration, met on February 1 to update the Idaho Federal Lands Program. The program had been approved by the Western Federal Lands Highways Division, but also requires the concurrence of the Idaho Transportation Board.

Following are results of the meeting. The Kilgore to Yale (Clark County, District 6) project was added in FY98 to obtain STIP public involvement and as a potential project to advance if funds become available. This project will be administered by ITD. The Kamiah to Yakus Creek (Idaho County, District 2) project was added in FY2000 as a potential FY99 backup project. Reconnaissance will proceed on Bunco Road, Fernan Lake Road (Kootenai and Shoshone Counties, District 2), and Kamiah-Pierce (Idaho County). Bunco Road will also be considered as a backup project to be advanced if funds become available.

The Central Federal Lands Highway Division completed a reconnaissance report for Targhee Road. The Idaho portion of this route is not a high priority at this time.

Upper Red River Road (Idaho County), Elk Creek Road SH-14 to Nez Perce (Idaho County), Bogus Basin Road (Ada/Boise Counties, District 3), Ola Road (Gem County, District 3), and Grangeville-Salmon (Idaho County), were agreed to be designated upon the Forest Service Regions' finalizing termini and, when appropriate, obtain letters of intent from local agencies to assume jurisdiction when the roads are improved. The proposed SH-55, Banks-North (Boise/Valley Counties, District 3) and the Lancaster Road-Hayden Lake (Kootenai County) roads were rejected as not meeting forest highway designation criteria. Other changes to the program reflect updated costs and project development readiness within available annual funding levels.

Member Combo asked the Department to make the Targhee Road a higher priority. He believes the road is an economic benefit to the area.

Member Combo made a motion, seconded by Vice Chairman Mitchell to approve the FY1995-2000 Federal Lands Program, as shown in Exhibit 126, which is made a part hereof with like effect. The motion passed unanimously.

Supplemental Agreement, NH-F-5121(019), Key 0717, US-2, Wrenco Loop - Dover, Bonner County, District 1. This project is being designed by H.W. Lochner, Inc. Staff requested approval of a supplemental agreement in the amount of \$200,000 to include the following services: design support services for the right-of-way acquisition phase; increase scope of work for environmental clearances; increase coordination with railroad and utility companies; alternate approach designs; NPDES storm water protection plan; highway realignment to avoid drain fields; and retaining wall designs to avoid drain fields.

Member Combo questioned the public's role in this project, if they'll have input, and if they'll have an opportunity to comment on the erosion control plan. DE Baker said the

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Department will work with the DEQ and other groups and individuals that have expressed interest in the project.

Vice Chairman Mitchell made a motion, seconded by Member Combo, to approve the supplemental agreement in the amount of \$200,000 for the above project. The motion carried.

High Accuracy Reference Network (HARN). The purpose of HARN is to provide the global positioning system (GPS), the surveying system of the future, with the required high accuracy reference stations GPS control surveying requires. Advanced approval of this project is needed to allow the National Geodetic Survey (NGS) to include Idaho's HARN network in their work schedule around May of 1996.

The HARN stations being planned will be located along our highway system for our use. Other agencies wishing to have points established for their convenience will contact NGS separately. Once in place, the HARN stations will be usable year around as they will be located next to the highway system instead of on top of mountains.

The savings to the state will depend upon how much control surveying is required on future projects. Savings in time and money will be significant, up to 75%, if our experience with the two GPS projects in District 3 is typical. The cost for the NGS to do the work is \$2,800 per station. The Department plans to establish 35 stations for a total of \$98,000. Funds for this project will be added to the FY95 State Planning and Research project, and Surface Transportation Program funds are available. The cost of the HARN project is included in the proposed Highway Development Program Supplement 95-2.

Without objection, the Board approved the HARN project and an additional amount of \$98,000 to be added to the FY95 State Planning Funds project from the Surface Transportation Program.

Advancement of Bartlett Bridge Project, BROS-1900(100), Key 6033, Custer County, District 6. The local sponsor, Lost River Highway District, has requested this bridge replacement project be programmed for FY95 due to the poor condition of the bridge over the Big Lost River. The project, estimated at \$212,000, is currently in Preliminary Development.

JUB Engineers, Inc., the consultant retained by the highway district to develop the plans, said the design could be completed by September 1995. The project will be a program replacement for other off-system bridges withdrawn by local sponsors.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to approve the advancement of the Bartlett Bridge project from Preliminary Development to FY95, and make necessary amendments to the STIP. The motion passed unanimously.

Advancement of King Hill Bridge Project, BRS-3808(100), Key 5161, Elmore County, District 3. Because staff is doing additional work on this item, it was pulled from the agenda.

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Addition of Yellowstone Avenue, Lincoln to Idaho Canal, US-26, Bonneville County, District 6, to State Funded Program. Staff requested \$186,000 from the FY96 state funded unallocated account for an emergency addition to the program. US-26, Yellowstone Ave., Lincoln to Idaho Canal has deteriorated to the point where it needs constant attention to repair potholes and slab failures. Its present cracking and roughness ratings are 1.9 and 2.0, respectively. Funding for this project is addressed in the Highway Development Program Supplement 95-2.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to add this project to the FY95 state-funded Highway Development Program. The motion passed unopposed.

Highway Development Program Supplement 95-2. The updated Highway Funding Plan reflects corrected Surface Transportation Program (STP) sub-allocations as published by the FHWA and adjustments in available funding levels among the STP-State System, STP-Safety, and Bridge Programs to support proposed Highway Development Program changes which fully utilize available funding. The Board also reviewed the revised comparison of available funding compared to approved projects and proposed changes in the 5-year Highway Development Program, and the balance statement for the State Funded Unallocated Account as part of this supplement. The appropriate program sheets were updated to reflect the recently-approved and proposed changes to the program.

Chief of Transportation Services Jerry Dick briefed the Board on the Rail Safety Program. The Department is proposing to local entities that ITD administer the contracts for these projects to help expedite the process. It is an optional program and some agencies have stated that they do not want the Transportation Department to administer their contracts.

Request for Redirection of FY95 CMAQ Planning Funds. North Idaho Community Express (NICE) was granted \$50,000 CMAQ planning funds for a park and ride system in Sandpoint. In the year since NICE applied for these funds in FY95, sufficient local matching resources have not materialized. NICE also determined that it could accomplish much of the preliminary planning for a park and ride with existing resources. The Division of Public Transportation has received a letter from the director of NICE withdrawing application for the project.

Public Transportation (PT) is requesting these CMAQ transit planning funds be redirected to the regional public transportation planning process for 1995. The proposal includes utilizing the funds to support the PT planner's travel, allow the increased work support presence by other staff through increase of in-state travel funds; provide for additional consultant service support, and allow reasonable resources for Regional Public Transportation Advisory Committee's local use in research and planning.

Member Combo made a motion to modify the STIP to allow adding \$50,000 in CMAQ funds to the FY95 FTA Section 18 Administrative Program for the development of Regional Public Transportation Plans in each of the six ITD Districts. Vice Chairman Mitchell seconded the motion and it passed unopposed.

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Highway Development Program Supplement 95-2 Revisited. Vice Chairman Mitchell made a motion, seconded by Member Combo, to approve the Highway Development Program Supplement 95-2, which includes the CMAQ project listed above. The motion carried. Supplement 95-2 is shown in Exhibit 127, which is made a part hereof with like effect.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 12:05 PM the Board met in executive session to discuss personnel issues.

The Board came out of executive session at 1:15 PM. No decisions were made.

US-95, Algoma to Sagle Project Revisited. Several citizens who live along this stretch of highway expressed their concerns and desires for this project. Vice Chairman Mitchell made a motion to have the district work with the residents affected by this project and address their concerns with a report back to the Board. Member Combo seconded the motion and it passed unanimously.

Major Investment Study for Pocatello Area Demonstration Project, DPC-003(001), Key 5311, District 5. In June 1994, the Bannock Planning Organization (BPO) Policy Board determined that a major investment study would be undertaken in conjunction with the traffic congestion study to determine the best possible Pocatello area demonstration project. Last month the BPO Citizen's Advisory Committee, Technical Advisory Committee, and Policy Board agreed with the study team screening process and recommendation that four alternatives be subjected to further detailed evaluation and public comments. The four alternatives include: Siphon Road Interchange; Chubbuck Road Interchange; North/South arterial route parallel and east of I-15; and improvements to Pocatello Creek and Clark/Center Interchanges and I-15 between the interchanges.

A public meeting was held on February 22. The BPO Policy Board will recommend the prioritized project alternatives to the Transportation Board at the April meeting.

Summary of Pending Legal Cases. The Board members reviewed the status report and summary of legal matters.

FY96 Budget. The Joint Finance and Appropriations Committee approved the Department's FY96 budget as follows:

General Services Division	\$26,435,500
Highways Division	246,930,700
Aeronautics Division	1,414,300
Public Transportation Division	3,591,300
Inter/Intra Department Services	<u>1,205,100</u>
<b>Total</b>	<b>\$279,576,900</b>

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JFAC also approved the new program structure that is realigned to correspond with the Department organization.

Highway Needs Assessment Study Update. Chairman Smith stated that this update report was presented by Jim Covill of Wilbur Smith Associates to the Senate and House Transportation Committees.

Appointment to Idaho Traffic Safety Commission. The Office of Highway Safety Manager recommended appointing Major Ed Strickfaden to replace Colonel Ron Moore on the Traffic Safety Commission. Colonel Moore's appointment was through January 31, 1997.

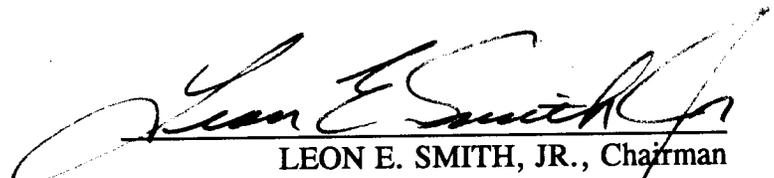
Vice Chairman Mitchell made a motion, seconded by Member Combo, to appoint Major Strickfaden to the Traffic Safety Commission. The motion passed unopposed.

In closing, Vice Chairman Mitchell summarized that the public and elected officials have concerns about ITD and we need better communication with local government officials as well as the public and environmental interest groups. Geotechnical problems were experienced in the area that need looking in to, and contract procedures and contract enforcement needs better scrutiny. The Department needs to give more consideration to the people affected by its contracts.

Additional measures are being implemented to alleviate some current problems and prevent these situations from arising in the future. Reorganization in the district and reclassification of current positions will allow the district to have another environmental planner and a transportation planner. The Director will also ensure project managers are qualified and empowered to do their jobs.

Secretary Higgins reported that Doug Vann with the Sandpoint Middle School telephoned the Board earlier today because he was unable to attend the meeting. He relayed his safety concerns with the Dufort Road Bridge on US-95 south of Sandpoint. The Department currently has a bridge project in Preliminary Development. Mr. Vann said trucks often drive over the bridge in the middle, creating a very dangerous situation for oncoming traffic.

WHEREUPON the Board meeting and tour of District 1 officially ended at 2:20 PM.

  
LEON E. SMITH, JR., Chairman  
Idaho Transportation Board

Read and Approved  
April 6, 1995  
Boise, Idaho

March 10, 1995

REGULAR MEETING AND DISTRICT THREE TOUR  
OF THE IDAHO TRANSPORTATION BOARD

April 6-7, 1995

The Board meeting and District 3 Board tour officially began at District 3, 8150 Chinden Boulevard in Boise at 8:00 AM on Thursday, April 6, 1995. The following were present:

Leon E. Smith, Jr., Chairman - Region 2  
Mike P. Mitchell, Vice Chairman - Region 3  
John X. Combo, Member - Region 1  
Sue S. Higgins, Secretary to the Board  
Dwight Bower, Director  
Jim Ross, Chief Engineer  
LeRoy Meyer, District 3 Engineer  
Steve Hutchinson, Assistant District 3 Engineer  
Jack Coe, Division Administrator - Federal Highway Administration

Representative Dave Bivens was also present. After touring the temporary office trailers that house district employees, the group departed west on U.S. 20. District Engineer (DE) LeRoy Meyer pointed out the location of the project in preliminary development to widen U.S. 20 to four lanes from Joplin Road to Eagle Road, and mentioned the private sector's offer to contribute right-of-way. At S.H. 55, the van turned south to I-84 where it headed east. DE Meyer reported on a petition from residents along the interstate to place a noise wall from milepost 47.02 to 49.05. The Board viewed the Cole/Overland project, traveled the temporary rotary interchange, and heard a status report on the project. See later minute entry regarding this project.

At the Gowen Road interchange, Ray Stark, Boise Chamber Governmental Affairs Manager, joined the group for a tour of the Micron area. He said the city strongly supports Micron expansion and may provide financial assistance to improve the infrastructure. Micron officials believe a new interchange along the interstate will be needed before additional expansion is completed.

At the Blacks Creek Rest Area, DE Meyer explained improvements planned for the rest area in a preliminary development project. From there the group traveled to Mountain Home. After a stop at the Fairfield Interchange to discuss a possible rest area at that location, the group traveled to the Mountain Home railroad underpass site. Representative Frances Field viewed this site with the group, then traveled with them on the Mountain Home Highway District road from S.H. 67 to S.H. 78. The group returned to Mountain Home via the same road.

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Delegation - City of Mountain Home and Elmore County. Senator Claire Wetherell and Representative Robbi King, along with Mountain Home city officials and Elmore County commissioners joined the Board and staff members for an informal luncheon meeting at Chapala's in Mountain Home. Senator Wetherell expressed concern with the weeds along the highway right-of-way and believes the weeds pose a safety hazard.

Mountain Home Mayor Donald Etter reiterated the importance of the railroad underpass project. He urged the Board members to keep that project on schedule. Extensive discussion was held on the legislative interim committee formed to study transportation needs and revenues this year. The local officials indicated their support of this study and willingness to work together on mutual concerns, including federal issues such as reauthorization of ISTEA.

Delegation - Mountain Home Highway District. Chairman Bill Robins and Commissioners Robby Robinson and Erin Lord thanked the Board members and staff for stopping in Mountain Home and visiting with them. Chairman Robins provided background information on the highway district's road from S.H. 67 to S.H. 78. In the 1960s, highway district officials approached the Board with a request to add this route to the state highway system if they brought the road up to state standards. The highway district is in the process of reconstructing the last stretch of road that will bring it up to standards, and again asked if the Department could add this route to the state system. Because the road connects two state highways and is heavily travelled, they believe it warrants addition to the state system. A map of this road is shown in Exhibit 128, which is made a part hereof with like effect.

Chairman Smith told the commissioners that the Board traveled this road before lunch. He summarized the Department's policy regarding additions to the state highway system, and added that the Board would consider trading a route currently on the state system for this road. Member Combo said staff will be authorized to do a preliminary evaluation of this road to determine the possibility of it meeting the criteria. If so, a full evaluation will be considered at a subsequent Board meeting.

Highway District Chairman Robins expressed a willingness to help with the study and to provide any information the Department may need.

Continuation of Tour. The Boise group traveled I-84 east to the Hammet interchange and viewed the crack and seat reconstruction project in progress. At the interchange, the group turned around and headed west on I-84. At the Blacks Creek interchange, they departed the interstate and traveled county roads to Kuna. Possible alignments for a south Boise alternate route were discussed. The following business was completed in the van at this time:

March 8-10, 1995 Board Minutes. The minutes of the Board meeting held on March 8-10, 1995 were approved as corrected by the Board members.

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

May 18-19, 1995 - District 2

June 15-16, 1995 - District 6

July 6-7, 1995 - District 4

August 24-25, 1995 - District 5

September 21-22, 1995 - Boise

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

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

STM-3290(609), key 5478 - Idaho City, North, S. H. 21, Boise County, District 3.  
Low bidder: Western Construction, Inc., Boise, Idaho - \$476,090.00.

BLDG-41902, key 5874 - Rupert Maintenance Building, Minidoka County, District 4.  
Low bidder: Walton, Inc., Heyburn, Idaho - \$599,826.36.

BLDG-61402, key 2739 - Dubois Equipment Storage and Sand Shed, Clark County, District 6. Low bidder: Saurey Construction, Inc., Rexburg, Idaho - \$238,170.00.

ST-4807(600), key 5886 - Potlatch Jct. to Harvard, S. H. 6, Latah County, District 2.  
Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$751,884.30.

UST-21600 and UST-22600, keys 4949 and 4942 - Underground Storage Tanks at Orofino and Kooskia, Idaho and Clearwater Counties, District 2. The low bidder was more than 25 percent under the engineer's estimate, requiring justification. The District reviewed the contract proposal and found no significant errors in the quantities. Competition, along with contractors being more aware of the state's procedures and expectations were key factors for the low bids. The estimate was also based on previous project costs which had been increasing each year. Staff believed it would be in the state's best interest to award the contract.

The Board concurred with staff's recommendation to award this bid. Low bidder: Dale's Service, Inc., Boise, Idaho - \$99,753.00.

STM-2779(603), key 5500 - North Prince's Corner to Camas County Line, S. H. 46, Gooding County, District 4. Low bidder: Hunziker Construction Co., Pocatello, Idaho - \$285,728.00.

CM-7101(100), key 5534 - Alameda - McKinley Signalization, Bannock County, District 5. The low bidder was more than ten percent over the engineer's estimate, requiring justification. Upon review, the bid tabulations indicate that the overage was due to the small

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quantities of each item. The District does not think a savings would be realized if the project was rebid.

The Board concurred with staff's recommendation to award the contract. Low bidder: Frasure Construction, Pocatello, Idaho - \$152,951.00.

IM-IR-15-1(108)22, key 5124 - Devil Creek to Downey Road IC, I-15, Bannock and Oneida Counties, District 5. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The concept on this project was changed from using rubberized asphalt and two-lane, two-way traffic to using conventional asphalt pavement with half-width traffic control. The District retained conservative unit price estimates slightly on the high side for the conventional pavement, traffic control, and removal and replacement of relatively small quantities of concrete connector slabs close to bridge decks. All of these items were bid at rock bottom, off-season prices. Because of the competitiveness of the bids, and pavement deterioration is accelerating on this project and delays will cause worse conditions, the District recommended awarding this project.

The Board concurred with staff's recommendation to award the contract. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$2,785,514.85.

STP-IM-IR-15-3(081)143, key 4779 - Sage Junction IC, I-15, Jefferson County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$2,585,404.19.

2) Board Policy B-05-06, Winter Maintenance Standards on State Highways. General language was updated and Idaho Code references added. The Administrative policy, A-05-06, was revised to clarify that the maintenance standards are minimum requirements and that the District Engineers have discretionary authority to maintain state highways at a greater level, provided that the increased maintenance activity can be accomplished within budget constraints.

3) Board Policy B-05-33, Prohibited Signs and other Right of Way Encroachments on State Highways. This revised policy covers only prohibited signs and removal responsibilities. All information about permitted signs and other encroachments, including benches, marquees, banners, etc. was removed and placed in the Right of Way Use Policy Manual.

4) Professional agreements report. Payments for engineering consultant agreements amounted to \$187,015.41 during March 1995 and general consultant agreements equalled \$51,029.24 for a grand total of \$238,044.65.

From Kuna, the group traveled north on S.H. 69, east on I-84 and north on S.H. 55. The currently-programmed projects to widen S.H. 55 from Chinden to Eagle were addressed. DE Meyer commented on the safety concerns in the Hill Road to Floating Feather Road area,

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as this stretch of road was traveled, and described potential projects to alleviate those concerns. The group returned to the District Office via S.H. 55 south and S.H. 44 east.

WHEREUPON the Board meeting recessed at 4:50 PM.

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The Transportation Board meeting reconvened at 8:10 AM on Friday, April 7 in the conference room of the District 3 Office in Boise. All members were present.

Introduction of Employees. Director Bower introduced the Department's newly-appointed Deputy Director, Keith Bumsted. Because of Mr. Bumsted's background in information systems, strategic planning, and fiduciary matters, Director Bower believes he is well qualified for the position and will be a big benefit to the Department. He started at ITD on March 20.

Mr. Bumsted said he is looking forward to working at the Transportation Department and believes it is a very good opportunity. The Board members welcomed him to ITD.

DE Meyer introduced Jeff Miles. Mr. Miles was recently promoted to the Assistant District Three Engineer position, focusing on the engineering aspects. He was previously the Department's Assistant Maintenance Engineer.

McCall Alternate Route. McCall resident and developer Judd DeBoer and District 3 designer Sue Sullivan were present for this discussion. District staff has been meeting with residents of McCall and working on two alternate proposals for the north end of the bypass route. At the end of March, a public meeting on the alternatives was held, however, no consensus of opinion resulted from the meeting.

Member Combo shared a letter from Mike and Debra Dunn opposing the routes. They favor the original bypass plan which joins the current S.H. 55 near Little Ski Hill.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to proceed with a hearing location for the north end of the McCall alternate route. The motion passed unopposed.

Marsing to Sunny Slope, S.H. 55, Key 88, District 3. While touring the district yesterday, DE Meyer explained the recommended change of concept for the S.H. 55, Marsing to Sunny Slope project. The new proposal includes purchasing a right-of-way corridor for a future four lane highway with turn bays, relocating utility poles to the edge of the right-of-way, and constructing a passing lane.

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Member Combo made a motion, seconded by Vice Chairman Mitchell, to adopt the proposal outlined above. The motion passed unanimously.

Status Report on State Railroad Grade Crossing Protection Fund. To date, four railroad grade crossing protection projects have been obligated in FY95 with another nine projects proposed to be obligated. This will leave a balance of \$79,459 in this account. The Board also reviewed the rail-highway motor vehicle incidents and the number of crossing closures for 1990 through 1994, and the type of active crossings in the state as of January 1, 1995.

Ponderosa Pine Scenic Byways - Corridor Management Plan, S.H. 21, Districts 3 and 6. The FHWA approved the Ponderosa Pine Scenic Byway - Corridor Management Study for discretionary funding under the FY95 Scenic Byways Program. The study will produce a corridor management plan which encompasses S.H. 21 from Boise to Stanley. The plan, to be developed over a ten-month period, will address various management aspects of the route's resources, development, marketing, organization, funding, protection, and implementation in detail. This plan will also serve as a model for developing corridor management plans for Idaho's other scenic byways.

The total cost of the project is \$19,800. ITD is authorized to obligate the full federal portion of \$15,840 for the project. The Ida-Ore Planning and Development Association is contributing the 20% matching share of \$3,960.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to approve the Ponderosa Pine Scenic Byways - Corridor Management Plan in the FY95 Scenic Byways Program. The motion passed unanimously.

Right-of-Way Use Permit #3-95-267, U.S. 30, District 3. Mickey Jerman has requested a new 40-foot approach at station 20+40 right, mile post 30.69 left on U.S. 30, in a partial control of access area, to establish access to his property. Mr. Jerman would like to acquire the new access through the appraisal process. The requested approach would not have a negative environmental impact and would not create a safety problem.

The Board unanimously approved the approach, subject to an appraisal and collection of appraisal fees and the appraised value of the approach.

Change of Use for Approach, U.S. 95, District 2. Ms. Bonnie Cravens constructed a motel along U.S. 95 which was ready to open for business on April 1. Ms. Cravens requested an encroachment permit for a commercial approach. The approach is an existing farm approach. District Two denied the request in accordance with Right-of-Way procedures.

Ms. Cravens hired a certified licensed appraiser to perform an appraisal to determine the enhancement value of a commercial approach at this site. The appraisal is in appraisal

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review. The enhancement value for the approach is \$0. Ms. Cravens has issued the district a check for \$500 as a good faith effort to allow her to open for business on April 1, pending notification of the Board's decision.

The Board expressed concern with safety at the requested approach site. The Board members deferred action on this request and directed staff to look at the area and determine if a turn lane or de-acceleration lane should be required.

Director Bower added his concern with construction taking place on ITD's right-of-way, then people requesting approach permits. He would like the Department to take control of its right-of-way. Staff has been asked to prepare criteria for monitoring this activity and to bring this issue under control.

Boise State University (BSU) Internship Program. For the past 15 years, this program has provided the student interns and faculty support needed for database development, model testing, and technical support work for the Highway Performance Monitoring System, Pavement Management, Local Road Inventory, Bridge Design, and other special projects throughout the Department. The internship program also provides a pool of talented and trained people to fill entry level positions at the Department, as well as the public at large.

The Board reviewed a partial list of products, activities, and future activities for the program, as well as the FY95 internship program budget projection. This information was provided to the Board for informational purposes prior to contract approval at the May meeting.

Interns Brian Mayer and Jim Mayer reported on some of the projects they have worked on and stressed the valuable experience they have gained in the program. Dr. Dan Lamet, BSU faculty member, also expressed his support for the program.

The Board thanked the group for coming and supporting the program. The Board members acknowledged the value and benefits of the program, however, the funding source is an issue. Because of the poor condition of the surface of 40% of the state's highways, the Board would like to expend more money on roads. Staff is to look at other possible funding sources for the internship program.

Delegation - Ada Planning Association (APA). APA Executive Director Clair Bowman briefed the Board on the Association's in-county and inter-county projects, with focus on the intelligent transportation systems project. Ada County was chosen to be a part of the national operational test program for intelligent transportation systems. The county will receive federal dollars to test the program.

During a five-week period beginning later this month, a three-phase operational test will be done in Ada County. The three phases, which Mr. Bowman explained in detail, are

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designed to find out if remote sensing devices can be used to achieve 1) making it simpler and less costly to conduct origin/destination studies which are used to gather data on travel patterns in the Treasure Valley; 2) measuring and comparing emissions levels of autos which are tested regularly with those not tested; and 3) reducing the number and frequency of required emissions tests.

Chairman Smith thanked Mr. Bowman for the presentation.

Major Investment Study for Pocatello Area Demonstration Project, DPC-003(001), Key 5311, District 5. The Board reviewed a presentation by the Department's consulting engineer, CH2M Hill, to determine the best possible use of federal demonstration funds for congestion relief in Bannock and/or Caribou Counties. The concepts of the four alternatives were explained.

Chubbuck Mayor John Cotant, Vice Chairman of the Bannock Planning Organization Policy Board, presented a resolution to construct a fully developed I-15 interchange at Chubbuck Road. The resolution further stated that if the Department opted to reduce funding for the project, estimated at \$21 million, by making only partial directional movements allowable, and/or eliminating the correction of the Flying Wye interchange, the Policy Board would withdraw its support for the Chubbuck Road interchange project and select the Pocatello Creek and Clark/Center Street interchanges and widening of I-15 as its selected alternative.

After considerable discussion, the Board members concluded the reconstruction of the Pocatello Creek and Clark/Center Street interchanges and the widening of I-15 may be the only cost-acceptable alternative. This proposal is estimated at \$12.8 million. The Board will consider any further comments from the Bannock Planning Organization prior to the May 18 Board meeting and may revisit the issue at that time.

The Board discussed that, prior to the acceptance of the Pocatello Creek project, there is a need to identify funding sources for the \$2.5 million in local matching share, as required by ISTEPA. Staff, as well as Bannock Planning Organization, is to look at possible funding sources.

Big Wood River Bridge and Approaches at Greenhorn Gulch, S.H. 75, District 4. After William Fruehling's request at the January meeting for this project, staff has been negotiating with the Golden Eagle Ranch developer on a feasible project. Mr. Fruehling reported their agreement to acquire right-of-way and pay for the design of the entire project, with a minimum contribution of \$300,000. The bridge and roadway costs are estimated at \$2,100,000.

Vice Chairman Mitchell reiterated the fact that the developer was asked to assist with right-of-way and design, and those items have been addressed satisfactorily. The Board thanked Mr. Fruehling for the cooperative effort, but added that funding is still an issue.

If federal funds are used, a number of requirements will need to be met and Director Bower questioned if those conditions would be addressed within the time frame. District Four

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Engineer Larry Van Over said it may be difficult to meet those requirements by FY97. He added that no public meetings have been held, but will need to be.

Mary Austin Crofts, Blaine County Recreation District, supported this project, including a bike path under the new bridge. She added that the tunnel is an important part of the Recreation District's plan.

The consensus of the Board was to have the district proceed with development of a memorandum of understanding for this project. The funding of the project will be discussed in the afternoon. See later minute entry on this subject.

Delegation - City of Nampa. City Councilman Ernie Starr asked the Board to consider incorporating realigning the intersection at Karcher Road with the Nampa/Caldwell Boulevard project. He said the location is a high-accident area and believes the improvements would help eliminate accidents.

Chairman Smith acknowledged the need for the project, but stated that funding is a major issue. The Department needs additional revenue and he asked the delegation to discuss highway needs and funding issues with its legislators. Staff was directed to determine if realignment of the intersection at Karcher Road could be incorporated with the Wilson Drain to Karcher (Nampa/Caldwell Boulevard) project.

Chamber of Commerce Transportation Committee Chairman Dave Dykstra realizes the funding constraints and offered assistance. He thanked the Department for its help in acquiring right-of-way for the Nampa/Caldwell Boulevard project. He added his appreciation for the good working relationship with District Engineer Meyer and his staff.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 12:05 PM the Board met in executive session to discuss personnel issues.

The Board came out of executive session at 12:50 PM. No decisions were made.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 12:50 PM the Board met in executive session to discuss legal issues.

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

Authority to Acquire Property, Parcel 74, NH-F-5121(019), U.S. 2, District 2. Vice Chairman Mitchell made a motion, seconded by Member Combo, to authorize staff to proceed with the acquisition of the Walker's property. The motion passed unopposed.

Project Phasing, Mountain Home Railroad Underpass, NH-F-3341(010), Key 3550, I-84B, District 3. Staff examined this project to determine if phasing was an option. The project

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improvements consist of a major roadway widening and railroad underpass replacement. The roadway will be depressed, which will require excavating by means of a sheet pile cofferdam. This type of construction does not lend itself to phasing.

Chairman Smith reported that the Board members viewed this project yesterday and discussed it with Mountain Home Mayor Etter. The consensus of the Board was to not phase the project. Member Combo made a motion, seconded by Vice Chairman Mitchell, to authorize staff to proceed with the right-of-way acquisition for this project. The motion carried.

Big Wood River Bridge and Approaches at Greenhorn Gulch Project, S.H. 75, District 4, Revisited. Because of the concern that the federal requirements could not be met by FY97, and the project is not included in the current State Transportation Improvement Program, Chairman Smith made a motion to approve this project in FY98. Vice Chairman Mitchell seconded the motion and it passed unopposed.

Fisher Cutoff to Raft River Project, I-84, District 4. This cooperative project with the East Cassia County Soil Conservation District and the US Department of Agriculture - Soil Conservation Service is to plant a living snow/dust fence of shrubs and trees along a section of I-84 south of the Salt Lake Interchange. Several multiple-vehicle accidents have occurred on this section due to blowing snow and dust. The Soil Conservation District (SCD) would administer the project. ITD's participation would be a payment to the SCD in the amount of \$100,000 and a contribution of \$16,000 in work by state forces.

Vice Chairman Mitchell questioned the total cost to alleviate the blowing dust/snow problem. Chief of Transportation Services Jerry Dick said those figures were not available. This stretch, approximately two miles in length, would be an experimental project. Because of the expected benefits of this project, DE Van Over anticipates increased participation from other sources if the project were to be expanded in the future.

Member Combo made a motion to approve the Fisher Cutoff to Raft River project in FY96 for an amount not to exceed \$100,000, plus the additional work by state forces estimated at \$16,000. Vice Chairman Mitchell seconded the motion and added an addendum for staff to look at other possible funding sources. The motion passed two to one with Chairman Smith dissenting, for expressed reasons of too much cost to ITD with little projected benefit.

Request for Jointly-Funded State Highway Project, First Street in Ketchum, S.H. 75, District 4. The City of Ketchum has requested a project to install a signal at the intersection of First Street and S.H. 75. The intersection is expected to meet an interruption to continuous traffic warrant. The signal was recommended by a traffic circulation and parking study.

The city has requested that it be designed and constructed this summer to correspond with the Third Street and S.H. 75 project, anticipated to be bid in May 1995. The City has offered to do the design and fund the construction costs, which is estimated at \$100,000, excluding

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engineering. The city is asking reimbursement of 50% of the construction costs when new funds become available in FY96.

Vice Chairman Mitchell made a motion, seconded by Member Combo, to approve the First Street signal project in Ketchum as a FY96 state-funded project in the amount of \$50,000. The motion passed unanimously.

FY95 Supplemental Authorization and Highway Development Program Supplement 95-3. By legislative action, the Board has spending authority on an additional \$10 million for pavement rehabilitation. ITD had requested spending authority in a FY95 budget supplement for \$10 million held in a contingency fund. The legislature voted to split the money between ITD and the three local entities, however, the Governor vetoed that legislation and a bill authorizing the full \$10 million to the Transportation Department was passed. The following pavement rehabilitation projects were proposed for advancing to FY95 with these funds:

<u>Key No.</u>	<u>Location</u>	<u>Cost</u>
5896	S. H. 41, Rathdrum to Spirit Lake Road	\$ 860,000
5644	S. H. 6, Emida to Santa Jct.	810,000
5887	S. H. 8, Bovill to Ruby Creek RR Bridge	1,250,000
5943	S. H. 44, Jct. I-84 to Jct. SH-16	1,510,000
5941	U. S. 20, Jct. I-84 to Ada County Line	730,000
5890	S. H. 24, Jct. I-84 to Wayside	160,000
5893	I-84B, Y-Dell to I-84, Heyburn	470,000
5891	U. S. 30, Murtaugh East and West	150,000
5892	S. H. 50, Hanson Bridge to North of I-84	190,000
5905	S. H. 77, West Malta to Conner's Corner	460,000
1485	U. S. 91, Utah State Line, North	640,000
5895	U. S. 30, Jct. SH-34 to Bear Lake County Line	1,000,000
5383	S. H. 32, Jct. SH-33 to Fremont County Line	630,000
5145	S. H. 33, Jct. SH-28 to Terretton-Hamer Road	<u>1,380,000</u>
		\$10,240,000

The State-funded program also reflected contract savings to date, cost changes to projects currently under development, projects that are being removed from FY95, and projects added to use contract savings and balance to available funding.

Chairman Smith thanked staff for tracking project changes as they occur and presenting the information in an understandable manner. Vice Chairman Mitchell made a motion, seconded by Member Combo, to approve the Highway Development Program Supplement 95-3. The motion passed unopposed. Supplement 95-3 is shown in Exhibit 129, which is made a part hereof with like effect.

East Main Street Project, Lewiston, District 2. Vice Chairman Mitchell asked for the status of possible funding sources for this project. CTS Dick said his staff is still working with the

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District on this issue. Several options are being explored. Vice Chairman Mitchell asked if a District 2 project could be advanced from FY96 to FY95 to allow placing the East Main Street project in FY96. He also questioned if a proposal to the city stating ITD would provide a specific match for every contribution from the city and private sector could be developed. He added his appreciation to staff for the time and effort already put into this project. CTS Dick expressed concern with the city's ability to get the project ready by FY96. Staff will continue working on funding options for this project.

Chairman Smith suggested a method be developed for situations like this. It should include: critical need for the project; funds for the project would have to come from other sources within the district; and interest from the local entity, or a willingness to come up with a contribution or match.

Report on District One Activities. Chief Engineer Jim Ross provided an update on a number of District One activities. Staff reviewed Bonner County's request for assistance with funding to repair the county road between U.S. 95 and the city of Priest River. County officials believe Dufort Road has been impacted and damaged by the greater volume of traffic using the county road as a detour around the U.S. 2 highway construction project between Thama and Wrenco Loop. The District estimates the cost to repair the county road at approximately \$210,730.

Vice Chairman Mitchell made a motion to approve \$210,730 of FY96 state funds to repair Dufort Road if an agreement is made with Bonner County that this lump sum payment will resolve the issues with Dufort Road, including the next phase of construction on U.S. 2. Chairman Smith seconded the motion and it carried.

District staff has been working with the city of Kootenai on the selection of a consultant and development of the proposed turn lanes on S.H. 200. Additionally, staff requested \$300,000 of state funds for the FY96 project.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to approve \$300,000 for the turn lanes on S.H. 200 in FY96. The motion passed unopposed.

A public meeting was held on March 23 to gather input and concerns with the proposed five-lane highway widening project on U.S. 95, Algoma to Sagle. The Board members reviewed a summary of the comments received and the results of the District's consideration of the issues and concerns. The report indicated the significant safety and operation concerns expressed by the public can be accommodated by providing wider shoulders, mailbox/school bus turnouts, reduced speed advisory signing, and the five-lane typical section. Additionally, in consideration of the public concerns for a bike/pedestrian facility, staff will pursue a bike/pedestrian trail project request as part of the 1996 Enhancement Program update.

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Member Combo made a motion to proceed with construction of a 5-lane section with 11-foot lane widths, 6-foot shoulder widths, and turnouts on both sides of U.S. 95, and to provide signing for reduced speed limits through this section of highway. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Regarding highway striping in the Bonners Ferry area, the striping should be completed by mid-April. Staff is to notify the concerned Bonners Ferry residents of this schedule.

To alleviate the inconsistent road closure schedule on the U.S. 2, Thama to Wrenco Loop project, the District has been working with the contractor to ensure the schedule is maintained and traffic is accommodated. CE Ross said that window stickers for area residents have been developed and distributed for use. The Department has received a permit from the railroad company allowing utilization of its right-of-way as a detour around the blasting area. The contractor will start constructing the detour next week, and it should be open in three weeks. This should limit the road closure on U.S. 2 to 15-30 minutes. The contractor has also agreed to clean up the natural farm area where the rocks went into the field.

Last month district staff met with Coeur d'Alene city officials to discuss alignment alternatives for the I-90 Northwest Boulevard/Ramsey Road Interchange project. Realigning the existing Appley Avenue to meet Lee Ranch Drive and construct a full diamond interchange was the agreed preferred alignment. Millions of dollars in relocation costs could be saved because of the minor impacts to existing residences. The District intends to have a location hearing for this project in the fall of 1995.

The District is still identifying locations for passing lanes on U.S. 95 north of Plummer, as requested during the 1994 District One tour. The passing lanes would be scheduled as either FY97 or FY98 projects.

Staff has reviewed the design of the proposed port of entry at U.S. 95 and U.S. 2 for efficiency and practicality. The orientation and layout of the building has been discussed and reviewed in great detail relative to sight restrictions, traffic flow, available space, and other factors. When considering all of the factors, the proposed layout and building orientation is deemed the best option.

S.H. 55, Milepost 45.22 to 46.03, District 3. In response to yesterday's discussion of safety issues on S.H. 55 from Hill Road to Floating Feather Road, Vice Chairman Mitchell made a motion to approve \$88,000 in state funds for FY96 to widen S.H. 55 from Farmers Union Canal through Floating Feather Road to provide a three-lane road. Member Combo seconded the motion and it passed unopposed.

Authority to Acquire Property, NH-F-3271(037), Key 2793, Parcel 46, SH-44/55, District 3. The Board concurred with Chief of Highway Operations' recommendation to authorize acquisition of this parcel valued over \$150,000.

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Authority to Acquire Property, F-3271(052), Key 3758, Parcel 24, SH-55, District 3. The Board concurred with Chief of Highway Operations' recommendation to authorize acquisition of this parcel valued over \$150,000.

Authority to Condemn, STP-F-3271(033), Key 2027, Parcel 2, SH-44/55, District 3. This property is required for the Eagle Alternate Route, scheduled to begin construction in June 1995. As a result of construction, about 37 acres of farmland and riparian land will be located between the river and highway, which will be used for wetlands mitigation and a greenbelt area.

Parcel 2 is almost 20 acres of rural, residential land improved with a home and a few outbuildings. A total of 12.5 acres is needed for right-of-way and wetlands mitigation. The improvements are not affected by the project.

Chairman Smith made a motion to authorize two separate condemnations; one condemnation for the property needed for the road project and another condemnation for the land required for wetlands. Vice Chairman Mitchell seconded the motion. Considerable discussion followed.

Chairman Smith stated the condemnation of the parcel for the roadbed is essential, but the property needed for wetlands could be considered at a later date. Member Combo expressed concern that two separate condemnations may result in higher costs. Two new, separate appraisals would be necessary, according to Right of Way Manager Leonard Hill. FHWA Administrator Coe said that splitting the condemnations could jeopardize the permits and delay the project.

When the location of the project was being finalized, a committee was established to determine the wetlands mitigation necessary to satisfy interested parties and federal requirements. DE Meyer reiterated the section of parcel 2 needed for the wetlands is part of the commitment with the wetlands committee. The public was told these wetlands would be a part of the project.

Chairman Smith withdrew his motion.

Vice Chairman Mitchell made a motion, seconded by Member Combo, to approve condemnation of parcel 2 for the Eagle Alternate Route project. The motion passed two to one with Chairman Smith voting nay.

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

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>	<u>District</u>
F-3271(052)	26	3758	SH-55	3

Study on Ridership of Buses Funded by Congestion Mitigation/Air Quality (CMAQ) Program. Because of the time-consuming process to procure buses, only 4 of the 32 vehicles

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awarded in FY93 and 94 have been received. The 4 buses were received within the last 90 days. Ridership figures will be gathered on all vehicles and reported to the Board later.

Vice Chairman Mitchell requested a report on the utilization of two new buses recently received by the city of Lewiston. Chairman Smith asked what happens to old buses and vans when they are replaced. Public Transportation Administrator Larry Falkner will provide information on these items at the May meeting.

Legislative Update. The Board reviewed a final report on the status of transportation-related legislation. Member Combo asked if all Department rules are essential or if each rule ought to be reviewed for necessity. Budget, Planning and Intergovernmental Relations Manager Mary Detmar said she plans to look at ITD's rules this summer. She also stated that the Department is compiling information for the interim legislative committee to consider for its study.

Employee Survey. Last year the Board directed Chief of Administration Dick Transtrum to coordinate the next employee survey, which was anticipated to be circulated for completion in early 1995. Because of the pending, and eventual passage of, legislation increasing the number of board members to seven, the Board asked staff to wait with the survey. The full seven member board will address this issue later in the year.

Wilson Drain to Karcher Project, S.H. 55, District 3. CE Ross reported on the status of the acquisition of parcels for this project. The Board asked him to relay this information to the Governor's office, and to include information on the pavement rehabilitation projects approved earlier in the day.

Cole/Overland Project, NH-IM-IR-84-2(001)50, Key 2521, District 3. Due to U.S. West's delays on this project, the contractor is approximately 111 days behind schedule, although the actual impact on project completion is much more severe. The delay forces concrete paving in January 1996, which realistically cannot be done. Without an accelerated effort by the contractor, the project would be completed around June 23, 1997, instead of the original completion date of August 15, 1996. If an acceleration schedule is implemented immediately, the project could probably be completed by December 4, 1996. The estimated cost of acceleration is approximately \$1 million.

Because the utility company caused the excessive delays, Vice Chairman Mitchell asked if the company could be liable for the additional costs of the delayed project. Chairman Smith directed staff to accumulate all of the information and correspondence with U.S. West, and to put the utility company on notice. The Board said the costs of acceleration would need to be monitored closely if the project is expedited. Chief Legal Counsel Bob Trabert added that the Department will have to be cautious of future delay claims.

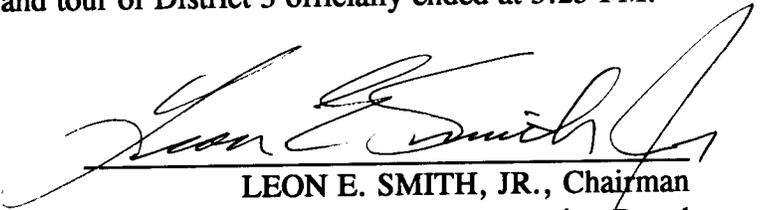
Chairman Smith made a motion for staff to compile all of the background information on the costs and delays on the Cole/Overland project caused by U.S. West, to put U.S. West on

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notice as a result of the delays, and to proceed with the accelerated schedule for completion of the project by December 4, 1996, including closely monitoring the acceleration costs and schedule. Vice Chairman Mitchell seconded the motion and it passed unanimously.

FHWA Administrator Coe said his office will be analyzing U.S. West's involvement in this project, too, and invited ITD staff to work cooperatively on this investigation.

WHEREUPON the Board meeting and tour of District 3 officially ended at 5:25 PM.



LEON E. SMITH, JR., Chairman  
Idaho Transportation Board

Read and Approved  
May 18, 1995  
Lewiston, Idaho

April 7, 1995

REGULAR MEETING AND DISTRICT TWO TOUR  
OF THE IDAHO TRANSPORTATION BOARD

May 18-19, 1995

The Board meeting and District 2 Board tour officially began at District 2, 2600 North and South Highway in Lewiston at 8:00 AM on Thursday, May 18, 1995. The following were present:

Leon E. Smith, Jr., Chairman - Region 2  
Mike P. Mitchell, Vice Chairman - Region 3  
John X. Combo, Member - Region 1  
Sue S. Higgins, Secretary to the Board  
Dwight Bower, Director  
Jim Ross, Chief Engineer  
Jim Carpenter, District 2 Engineer  
Jack Coe, Division Administrator - Federal Highway Administration

April 6-7, 1995 Board Minutes. The minutes of the Board meeting held on April 6-7, 1995 were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:  
June 15-16, 1995 - District 6  
July 6-7, 1995 - District 4  
August 24-25, 1995 - District 5  
September 21-22, 1995 - Boise

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

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

ST-5733(602), key 5896 - Rathdrum to Spirit Creek, SH-41, Kootenai County, District 1. The low bidder was more than 25 percent under the engineer's estimate, requiring justification. District staff believed it received good bid prices based upon early bids and that the low bid prices were primarily due to the contractors' projection in lower costs in asphalt. The engineer's estimate has been adjusted for plantmix pavement and asphalt cement. Staff recommended awarding this bid.

The Board concurred with staff's recommendation to award this bid. Low bidder: Inland Asphalt Company, Spokane, Washington - \$622,000.00.

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STM-5170(602), key 6040 - Coeur d'Alene River Bridge to Jct. I-90, SH-3, Kootenai County, District 1. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$163,141.50.

STKP-2556, STKP-2555, and STKP-2552, keys, 5473, 5472, and 5469 - Bald Mountain, Fleming, and Browns Creek Stockpiles, Idaho County, District 2. Low bidder: DeAtley Company, Inc., Lewiston, Idaho - \$348,250.00.

STM-4210(607), STM-4809(601), STM-4200(615), STM-4200(602), STM-4749(600), STM-4812(600), STM-4110(630), STM-4110(631), and STM-4749(603), keys 5461, 5792, 6053, 4958, 5216, 5467, 6054, 6055, and 5793 - Harpster Bridge to Kooskia, Ruby Creek Bridge to Elk River, Orofino Four Lane, Peck to Orofino, Nezperce to Four Corners, Washington State Line to Jct. U.S. 95, Crook's Hill, Borgen and Uniontown Roads, and Gilbert Grade; SH-13, SH-8, US-12, SH-62, SH-66, US-95 and SH-7; Clearwater, Idaho, Latah, Lewis, and Nez Perce Counties; District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$542,602.90.

NH-6350(104), key 5925 - Gibbonsville to Twin Creek Road, US-93, Lemhi County, District 6. The low bidder was more than 10 percent over the engineer's estimate, requiring justification. The engineer's estimate is based on the average unit price report for District 6 and past bidding history of projects of similar nature for standard items. The District believes that this method of estimation accurately reflects the cost of performing the work. The lone bid received generally compared well with the engineer's estimate with the exception of the cover coat material class IV, plant mix pavement class I, plant mix leveling course class I, PBA-3 asphalt cement for plant mix pavement, and mobilization items. The District examined the plans and specifications and found no fault that would lead to a large oversight for which a contractor may take advantage. Staff's recommendation was to reject this bid and readvertise this project as a companion to NH-6350(103), key 5924 which opened May 9. The combination of the two projects makes the size of the work more attractive while minimizing the impact of mobilization. Because the summer construction season is in progress, staff believes it would be unwise to delay advertisement of these combined projects unduly.

The Board ratified it's earlier decision to reject this bid and advertise NH-6350(104) as a companion with NH-6350(103), with bids opened May 9.

NH-3110(105), key 5922 - South of Cambridge to Alpine, US-95, Adams and Washington Counties, District 3. The low bidder was more than 25 percent under the engineer's estimate, requiring justification. The source for the engineer's estimate was the average unit price report. The items of major difference were the plantmix paving and mobilization. The engineer's estimate for plant mix paving was estimated on the source being in Ontario, with a 50-mile uphill haul. There are private quarry sources within a 10-mile radius of the project, which staff speculates the bidders chose to propose for use on this project. To eliminate 45 miles of the haul would lower the engineer's estimate to what the bidders estimated.

The Board concurred with staff's recommendation to award this bid. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$649,509.00.

NH-3110(106), key 6037 - Canyon County Line to I-84 demolition, US-95, Payette County, District 3. The low bid was more than 25 percent under the engineer's estimate, requiring justification. Because there is not much of a history of demolition projects, the engineer's estimate was based on the district's best guess on the amount of labor involved in removing the buildings. The engineer's estimate was the same as the average of the six bids received. Half of the bidders may have figured in some salvage value which the District estimate did not. Staff believes the bids were reasonable and that readvertising would not result in any savings.

The Board concurred with staff's recommendation to award this bid. Low bidder: Allied Construction, Inc., Boise, Idaho - \$11,300.00.

STM-3290(613), key 5832 - Robie Creek to Idaho City, SH-21, Boise County, District 3. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$281,346.25.

ST-3340(606), key 4464 - North Grasmere, North, SH-51, Owyhee County, District 3. Low bidder: Central Paving Co., Inc., Boise, Idaho - \$1,010,107.00.

STM-84-3(520)209, key 5872 - 500 West Road Grade Separation, I-84, Minidoka County, District 4. The low bid was more than 25 percent under the engineer's estimate, requiring justification. This project was originally bid in November 1994 and rejected because the bid was 140% of the engineer's estimate. The project was rebid with two alternates. Alternate two provided for the construction of a temporary scaffold that would allow traffic to stay on the existing interstate lanes rather than construct a temporary "shoo-fly". The major difference in the engineer's estimate and the apparent low bid was in the temporary scaffold item. There is no bidding history for this item and it was apparently overestimated by the District. Because the addition of alternate two produced a significant savings in repair costs, and the repair work is long overdue to provide service needed by local users of the county road, staff recommends awarding the contract.

The Board concurred with staff's recommendation to award the bid. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$63,681.50.

STPG-RRP-0600(100), key 4800 - Hoff Road, Bingham County Railroad Crossing, District 5. Low bidder: Gale Lim Construction, Inc., Blackfoot, Idaho - \$45,981.50.

STM-1739(600), STM-1804(601), and STKP-5569, keys 5264, 5567, and 5575 - Dayton to Preston, Bear River Hill to Cleveland Bridge, and Preston Yard; SH-36, and SH-34; Franklin County; District 5. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$295,144.70.

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STM-1803(603) and STM-1530(603), keys 5782 and 5568 - East Forest Boundary to Ovid and Utah State Line to St. Charles, SH-36 and US-89, Bear Lake County, District 5. Low bidder: Intermountain Slurry Seal, Inc., Salt Lake City, Utah - \$152,423.52.

STP-6729(100), key 5939 - Pine Creek to Teton County Line, SH-31, Bonneville Co., District 6. Low bidder: Hunziker Construction Company, Pocatello, Idaho - \$534,812.08.

CM-1000(103), key 5732 - Taylor Toll Bridge Replica, Bonneville County, District 6. The low bid was more than ten percent over the engineer's estimate, requiring justification. This project is a small, non-typical project for the Department, with only two standard bid items and two special provision items. Additionally, the project site has a steep rock embankment on the west side and an established park on the east. Projects of this character are difficult to estimate as they are dependent on contractor resources and experience. The mobilization, which the engineer's also estimated low, is also contractor dependent and difficult to estimate. The District does not believe that re-advertisement would render a cost savings. This project is very dependent upon suppliers' costs and availability of equipment, which may change and even escalate project costs if further delays are encountered. Because the bids have been reviewed and discussed with the project sponsor and they wish to proceed with the project, staff recommends awarding this bid.

The Board concurred with staff's recommendation to award this project. Low bidder: Vern Clark and Sons Construction Company, Inc., Idaho Falls, Idaho - \$174,600.00.

STM-5110(622), key 5605 - Kootenai County Line to Sandpoint South City Limits, US-95, Bonner County, District 1. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The unit bid price in the engineer's estimate for CRS-2P emulsified asphalt for sealcoat, the main item of difference, was based on historical bid prices. Additionally, the estimated unit price was increased in anticipation of a price increase due to environmental problems experienced last year with its manufacture. This anticipated price increase did not occur prior to bid advertisement this spring. The fact that this project was developed and bid early this spring most likely accounts for the excellent prices that were received.

The Board concurred with staff's recommendation to award this bid. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$202,451.80.

NH-3230(100), key 5937 - Canyon County Line to Eagle Road, US-20/26, Ada County, District 3. Low bidder: Idaho Sand and Gravel Company, Inc., Nampa, Idaho - \$787,190.00.

STPE-8273(100), key 5173 - Intersections, Nampa Boulevard, 2nd and 3rd Streets, Nampa, Canyon County, District 3. Low bidder: Central Paving Company, Inc., Boise, Idaho - \$355,911.95.

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STPE-7243(100), key 5546 - Diversion Dam Bicycle Rest Area, SH-21, Ada County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. Staff concurs with the project sponsor, Idaho Department of Parks and Recreation, in recommending rejecting the bids. This project will be value-engineered and rebid at a later date, and will include unit-price bid items and add alternatives.

The Board concurred with staff's recommendation to reject this bid and readvertise.

NH-6350(103), key 5924 - 18 Miles South of Salmon to Salmon, US-93, Lemhi County, District 6. Low bidder: Blahnik Construction, Inc., Hamilton, Montana - \$2,296,857.00.

STPE-6390(104) and STKP-4610, keys 5940 and 6132 - 5.5 Miles West of Clayton to East Fork Road, and Clayton Ranger Station, SH-75, Custer County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$1,145,313.15

STM-2350(604) and STM-2350(602), keys 6085 and 5492 - Carey East and Shoshone West, US-93 and US-26, Blaine and Lincoln Counties, District 4. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$539,155.00.

STM-2764(600), STM-2846(605), STM-7152(600), STM-2390(636), and STM-7282(602), keys 5489, 5498, 5501, 5505, and 5507 - Jct. US-93 to Barrymore Road, Hansen to Bickel, Rock Creek to Second Avenue, Jct. SH-74 to US-30, and Blue Lakes Boulevard (Spur); SH-25, US-30, and US-93; Jerome and Twin Falls Counties, District 4. Low bidder: Snake River Construction, Inc., Twin Falls, Idaho - \$181,161.70.

STM-6450(613), STM-6470(607), STM-6350(614), STM-3000(600), STKP-6732, and STKP-6739, keys 5589, 5276, 5594, 5590, 6124, and 6131 - Texas Creek to Leadore North; South Salmon to 10 Miles North of Salmon; North Mackey to Sawmill Gulch Road; Leadore North; Leadore Yard; and Leadore Source; SH-28, SH-29, and US-93; Custer and Lemhi Counties, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$396,659.00.

STP-HES-7121(004), ST-7231(605), and ST-7231(606), keys 4428, 5660, and 5661 - Pocatello Creek, Alameda, Jefferson and Hiline; Yellowstone, East Chapel Road to Industrial Ln; and Green T to Chubbuck Interchange; Bannock County, District 5. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$724,110.00.

IM-15-2(049)85, key 5262 - Truchot Road to South Blackfoot Interchange, Bingham County, District 5. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$1,549,490.60.

ST-1490(601), key 1485 - Utah State Line, North, US-91, Franklin County, District 5. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$547,442.00.

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2) Additional funds for Taylor Toll Bridge, CM-1000(103), key 5732, Bonneville County, District 6. The Board ratified its earlier decision to approve additional federal aid in the amount of \$52,000 for this FY94 CMAQ project.

3) Quarterly report for fiscal year program obligations. To date, \$47.2 million have been obligated, which is slightly above the projected target.

4) Quarterly report on returned checks. During the first quarter of 1995, \$15,222,594.51 were received in checks. The value of returned checks equalled \$16,716.16. The Business Services Section collected \$17,036.62 and the collection agency collected \$252.08 in returned checks for a total collection rate of 103% this quarter.

5) Resolution regarding Board meetings.

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that, effective for the June 1995  
TB-01 meeting, the Idaho Transportation Board will:

1. adopt Robert's Rules of Order,
2. adopt resolutions as its method of conducting business, and
3. accept new agenda items by written resolution until 48 hours prior to the scheduled Board meeting, or as requested by two-thirds majority of the Board.

Professional Agreements Report. After clarification on two agreements with Boise State University, one for a study to determine the cost comparison of privatizing maintenance activities, and the other to assist with environmental concerns on the I-84 to Diversion Dam project, the Board accepted the monthly professional agreements report. Payments for engineering consultant agreements amounted to \$240,767.31 during April 1995 and general consultant agreements equalled \$40,979.00 for a grand total of \$281,746.31.

Request for Exemption on Studded Snow Tires. FMC Gold Company has requested use of studded snow tires for year-around use on ten company vans. These vans are used to transport personnel from Salmon to their mine on approximately four miles of US-93 and 32 miles on unpaved forest roads.

Section 49-948, Idaho Code, grants the Board the authority to limit the use of studded tires. ITD's rule IDAPA 39.03.46 prohibits studded tires on public highways between April 16 and September 30. The Board members expressed concern that the applicant understands this exemption applies to the specific route for the expressed reason and unauthorized use of studded tires is prohibited.

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Member Combo made a motion, seconded by Vice Chairman Mitchell, to revise the rule on studded snow tires to allow the Board the authority to grant exceptions when circumstances warrant, and to modify the Department's rule to authorize the Director to allow such exemptions. The motion passed unopposed.

Board Policy B-27-08, Acquisition and Closure of State Airports. New Board and Administrative Policies have been developed to establish criteria for acquiring and closing state airports. The Board Policy requires the Director and Aeronautics Administrator, in coordination with the Aeronautics Advisory Board (AAB), to evaluate each airport that is considered for acquisition or closure, based on the listed criteria, and submit a written recommendation to the Board for consideration and approval/disapproval. Both policies have been reviewed by the AAB.

Chairman Smith asked staff to revise the policies to include proximity to other airports as a criteria for consideration. Member Combo made a motion to approve Board Policy B-27-08, Acquisition and Closure of State Airports, with the additional language on proximity. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Director Bower reported on his recent meeting with Governor Batt to discuss possible relocation of the Aeronautics facilities, which the Governor expressed support for. A private operator has approached the Department on the possibility of building new facilities for the Division of Aeronautics and then trading locations.

Member Combo made a motion to authorize the Director to proceed with negotiations concerning the relocation of the facilities of the Division of Aeronautics under full public disclosure, and bring the information back to the Board. Vice Chairman Mitchell seconded the motion and it passed unopposed.

Also at the meeting with the Governor, he said the current status of the aircraft pool would remain, but asked the Department to evaluate the appearance of the aircraft and the cost. He added that he would encourage other state agencies to utilize the aircraft pool if it is economically feasible. Chairman Smith directed staff to consider down-sizing the operation and cutting costs.

Because of environmental and safety issues, Chairman Smith expressed concern on the proposed landfill planned near the Garden Valley Airport. He directed Aeronautics Administrator Bill Cooper to write a letter stating these concerns.

Boise State University (BSU) Internship Program. Transportation Planning Administrator Ray Mickelson outlined the changes for the 1996 internship program, including: phasing out the BSU Transportation Systems Computer Modeling Program; re-assigning two interns to the Highway Division; and identifying projects and funding sources other than highway construction funds.

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The contract extension would commence July 1, 1995 and end June 30, 1996 at a total cost of \$192,694.73, which is a reduction from the FY95 contract of \$250,000. Ten of the interns contracted from BSU will be for the Transportation Planning Division and four will be for the Highway Division.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to approve the FY96 contract for the BSU internship program at a cost of \$192,694.73. The motion carried.

Proposed State Highway System Addition of STC 3804, Grand View to Mountain Home Air Force Base Road, from SH-67 to SH-78. As requested at the April meeting after discussions with Mountain Home Highway District officials, staff performed a preliminary evaluation of the Grand View Road. The perfunctory analysis indicated the route would score over the minimum 70 points required for consideration for addition to the state highway system. An estimated 24 man hours would be required to complete a full evaluation of the route.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to authorize staff to complete a full analysis of this road for consideration to add to the state system for the July meeting. The motion passed unanimously.

Idaho Highway Needs Assessment Study Update Final Report. The following Local Highway Needs Assessment Council (LHNAC) members were present: Chairman Timothy Ridinger, Nile Boyle, John Dyer, Ralph Little, Ray Mickelson, and Ray Oliver. Consultant Jim Covil was also present. At the April 19 LHNAC meeting, the Idaho Highway Needs Assessment Study was finalized. The report was submitted to the Board for concurrence. Consultant Covil summarized the major changes in this latest draft and responded to questions from the Board and Director.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to accept the draft study of May 9, 1995 as prepared by the consultant with three revised pages as distributed. The motion passed unanimously.

Chairman Smith thanked the LHNAC members for their input and assistance in the study update, as well as for their service to the Council over the years. He believes this report will be a valuable tool for the interim legislative committee.

Major Investment Study for Pocatello-Area Demonstration Project, DPC-003(001), Key 5311, District 5. On behalf of the Bannock Planning Organization (BPO) Policy Board, Pocatello Mayor Peter Angstadt thanked the Board for the opportunity to discuss this project. He stated the Policy Board's concerns with congressional talk of rescinding demonstration projects, and expressed flexibility in selecting a project, rather than losing the funds.

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Member Combo reiterated the legislation for the demonstration project was to provide congestion relief and questioned if the Chubbuck Road interchange project would meet this criteria. If this is the project the locals endorse, he suggested sending it to the Federal Highway Administration to determine if the project is technically feasible. He added that the Board cannot commit to funding a second phase for the Chubbuck Road interchange project. Member Combo also expressed concern with the city of Chubbuck's recently-submitted letter stating that the Chubbuck Road interchange project is not in its comprehensive plan.

Chairman Smith reiterated the Highway Needs Update Study's report on the backlog of needs. Interchange projects are expensive and there are a number of potential interchange projects throughout the state that have a higher priority. He emphasized that the Board needs to make decisions for the statewide system.

Federal Highway Administrator Coe said the discussion on rescinding demonstration projects is real. The Chubbuck Road interchange alternative has been modified and he questioned whether it would meet the federal requirements. Because this interchange project is not compatible with the local use plan, he did not think the project would be recommended.

Mayor Angstadt said he would take this information back to the Policy Board. He also stated that the local entities do not have matching funds available for a demonstration project.

Chairman Smith said the Board will recess consideration of this demonstration project until the BPO Policy Board submits a formal recommendation. Note: See supplemental minute entry on this subject.

The Board members and appropriate staff boarded a bus provided by the Regional Public Transportation, Inc. and departed for Moscow via US-95 north.

Delegation - City of Moscow. Moscow city officials and members of the South Couplet Project Committee met the Transportation group at the Best Western University Inn for a luncheon meeting. Moscow Mayor Paul Agidius thanked the Board for traveling to Moscow and meeting with city representatives.

Council President Larry Hodge provided background information on the south couplet project and stated that the city has worked with District staff on downsizing the original plans. He thanked Vice Chairman Mitchell for his interest in this project and for providing assistance.

Gritman Hospital President and South Couplet Committee Chairman Bob Colvin said the District's proposal is a good project, especially for northbound traffic, however, a second phase needs to be considered to improve the southbound lanes by eliminating two 90 degree curves. He encouraged the Board to acquire right-of-way for this future project, which would also improve traffic flow and increase safety, not only for motorists, but also for bicyclists and pedestrians.

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Moscow Chamber representative Randy Frisch emphasized the community's united support for this south couplet project. In conclusion, Council President Hodge asked the Board to consider this information for the basic alternative and a potential second phase in the future.

Chairman Smith thanked the city officials for the presentation.

Dr. Michael Kyte with the University of Idaho National Center for Advanced Technology (NCAT) boarded the bus with the group and explained one of the research and development projects NCAT is currently working on. He pointed out two video cameras at the corner of Sixth and Washington that are being used to collect traffic data. This test data will provide information to ITD for future implementation statewide for traffic control, both during construction and for daily traffic control.

Dr. Kyte remained in Moscow while the others continued their tour of District 2 on SH-8 east and SH-99 south. The group stopped to observe the Kendrick and Lewiston maintenance crews rebuilding guardrail along SH-99. DE Carpenter explained the Kendrick Main Street project as the group viewed SH-3. While traveling SH-3 to Lewiston, the group stopped in Juliaetta to look at the recently-completed bike path.

The meeting resumed in the District 2 Conference Room at 3:15 p.m.

Delegation - Regional Public Transportation, Inc. (RPT). RPT Director Rebecca Williams provided the Board with information on the public transportation services in the Lewiston area. RPT has been providing service for one and a half years, with ridership increasing on the demand-response program. Currently, there is not enough demand for a fixed route, nor does the company have the ability to provide such a service. Ms. Williams expressed appreciation for the two new vehicles, providing additional wheelchair capabilities, the company received recently. She also thanked the Board for the opportunity to report on the activities in the area and the services they are providing.

Chairman Smith thanked Ms. Williams for the report, and especially for the statistics she provided on ridership and funding. The Board also thanked Ms. Williams for providing transportation for its tour earlier in the day and for the bus driver's courteous and professional manner.

Delegation - Captain Jack Marshall, Idaho Traffic Safety Commission Chairman. Captain Marshall reported that the Office of Highway Safety staff is in the process of screening applications for the next highway safety program. He added that the Traffic Safety Commission won't have any problems spending the additional funds transferred to Highway Safety due to no mandatory motorcycle helmet legislation.

Although highway safety is a high priority, Chairman Smith asked Captain Marshall to consider projects that might alleviate the road problems. Captain Marshall said he is willing to

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consider funding for appropriate highway design and engineering projects, but asked for guidance on this issue.

Vice Chairman Mitchell asked for information on the emergency medical service requests the Department has received and the number of projects funded. He encouraged Captain Marshall to put a higher emphasis on emergency medical service projects. Captain Marshall said he will take these concerns to the Traffic Safety Commission. He added that he has been on the Commission for ten years and appreciates the good working relationship with the Board.

Chairman Smith thanked Captain Marshall for the update on the Commission's activities and looks forward to the continued cooperative efforts between the two groups.

Delegation - Aeronautics Advisory Board (AAB) Chairman Bill Parish. Chairman Smith summarized the discussions earlier in the day with Aeronautics Administrator Cooper, including alternatives on down-sizing the aircraft pool, relocating the Aeronautics facilities, and providing a letter in support of the AAB's stand on the Garden Valley airport.

AAB Chairman Parish voiced concern with general aviation and asked how the Division of Aeronautics can best foster support for general aviation in the state. He also questioned reducing fares for the aircraft pool because he believed that service was to be self-supporting. If the fares are too low, there is a concern with unfair competition. In conclusion, he stated his appreciation to the Board members for their support and open communication.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 4:50 PM, Member Combo made a motion, seconded by Vice Chairman Mitchell, to meet in executive session to discuss personnel issues. The motion carried.

The Board came out of executive session at 5:40 PM. No decisions were made.

WHEREUPON the Board meeting recessed at 5:40 PM.

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The Transportation Board meeting reconvened at 8:05 AM on Friday, May 19 in the conference room of the District 2 Office in Lewiston. All members were present.

Revision to IDAPA 39.02.07, Rules Governing Titling of Salvage, Specially Constructed and Reconstructed Motor Vehicles. This rule requires revision to implement the legislative amendments to Sections 49-524 and 49-525, Idaho Code, effective July 1, 1995. Idaho Insurance Companies sponsored this legislation because of their concerns with vehicles

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being wrecked, repaired, and not reported to the buyers. They believe that all vehicles that meet the definition of salvage, meaning vehicles five years old or newer or having a pre-crash value of \$6,000 or more that have been declared to be uneconomical to repair by an owner or insurer, should be physically branded "repaired vehicle" or "reconstructed vehicle" and have the notation printed on the title. Current law does not require vehicles six years old or older be branded, regardless of value or damage.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to approve revisions to rule 39.02.07, and file as temporary and regular proposed rule concurrently. The motion passed unanimously.

Report on Old CMAQ Buses and Vans When They are Replaced. As requested at last month's meeting, staff provided a report on this topic. Cities in urban areas, 50,000+ population, are eligible for Section 9 funds and report directly to the Federal Transit Administration (FTA). ITD does not have oversight authority for these cities. The FTA provides guidelines for use and disposition of property, such as buses, and monitors compliance of the regulations.

The Division of Public Transportation has management responsibility for the FTA's Section 18, or rural, grant program, although the FTA's Section 18 grant guidelines must be followed. In this section's CMAQ grant program, funds are not used for replacement vehicles, only service expansion. Federal regulations do not require that when vehicles are sold, the proceeds be reinvested into the agency's transportation service, however, the Division recommends that transit systems use the proceeds of the sale of vehicles for local match for the transit system. Vehicles, once replaced, are generally used as back-up vehicles for several years.

Status Report on Cole/Overland Project, NH-IM-IR-84-2(001)50, Key 2521, District 3. Chief Engineer (CE) Ross said the acceleration of this project is progressing smoothly. Staff is closely monitoring the contractor's submittal of acceleration costs. He also reported that a letter has been mailed to U.S. West advising it of the change orders and informing it that damages for causing delays are being computed and will be forwarded.

The Board was informed of CE Ross's concern of excessive charges in the billing practice by one of the contractors. The Internal Review Section is looking into this matter.

Vice Chairman Mitchell asked if the Department has a policy or guidelines when a subcontractor or utility causes delays. No policy is in place, according to CE Ross, however the Department has a critical path program to use as a guide for keeping projects on schedule.

Director Bower added that the Internal Review Section is compiling the correspondence between ITD and U.S. West. This should provide a basis for any claims.

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Surrounding States' Winter Maintenance Service Levels. Earlier, the Board requested information on the comparison of winter maintenance levels in Idaho with adjacent states for routes crossing Idaho boundaries. Staff provided a comparison of the service level for routes that cross the Idaho border into Montana, Oregon, Nevada, Utah, Washington, and Wyoming. With the exception of Utah, service levels are somewhat comparable between the seven states. The major difference with Utah is their heavy use of straight salt. The report indicates that overall, Idaho's winter maintenance service levels are comparable to the surrounding states. CE Ross is encouraging the district engineers to communicate more with adjoining states' personnel to minimize the difference in service levels.

Member Combo thanked staff for the thorough report. Vice Chairman Mitchell expressed his appreciation to the maintenance crews for the excellent service they provide. He requested a letter be sent to the district engineers thanking the maintenance personnel for their dedication and service.

Authority to Condemn. The Board signed the order of condemnations on the following parcels as recommended by the Chief Engineer:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>	<u>District</u>
F-5101(4)	9	3497	US-2	1
F-3271(052)	25	3758	SH-55	3
STP-F-3271(033)	36	2027	SH-44/55	3
STP-F-3271(033)	37	2027	SH-44/55	3

Authority to Acquire Property, STP-F-3271(033), Key 2027, Parcel 10, SH-44/55, District 3. The Board concurred with the Chief Engineer's recommendation to authorize acquisition of this parcel valued over \$150,000.

Authority to Acquire Property, F-3271(052), Key 3758, Parcel 48, SH-55, District 3. The Board concurred with Chief Engineer's recommendation to authorize acquisition of this parcel valued over \$150,000.

After Board members voiced concern with the increased right-of-way costs, Director Bower said staff has been directed to look into the preservation of corridors. The two parts being studied are preservation dedication and an access control policy on a statewide basis. Local Highway Technical Assistance Council Administrator Joe Haynes echoed his concern on corridor preservation. He is also working on this matter and offered his assistance to ITD.

The Board said inverse condemnation must be a consideration.

Moscow's South Couplet Project, US-95, District 2. DE Carpenter described the basic alternative as developed by staff. This option consists of relocating US-95 approximately 380' to the east. Improvements include constructing a 40' x 70' bridge, 10' sidewalk, roadway signal,

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lighting, installing railroad signals and planking, and pavement and base to accommodate a 52' curb to curb roadway section. The roadway will consist of 2 12' lanes in each direction with 2' shoulders on each side. The anticipated cost of this project is \$2,532,000.

The city of Moscow developed three additional alternatives, including Alternative A which consists of constructing a southbound leg from the intersection of Jackson and Eighth Street to Washington Street. Additionally, a railroad crossing would be constructed and right-of-way purchased.

Vice Chairman Mitchell made a motion to approve the basic alternative for \$2.5 million and authorize staff to proceed with a preliminary design for a second phase, or Alternative A, to be presented at the Highway Development Program update in September, and to look into the corridor for this phase with the understanding it is to be a joint city/state venture to acquire the necessary right-of-way. Member Combo seconded the motion and it passed unanimously.

Change of Use for Approach, US-95, District 2. This request for a change of use for an approach along US-95 was deferred at the April meeting so staff could determine if a turn-lane or deceleration lane should be required. Although staff determined that there is adequate sight distance for a safe approach location, the recommendation was to require a right turn bay.

Member Combo made a motion to grant a commercial approach at the reviewed appraised value of \$500, and require a right turn bay to be constructed at the property owner's expense, and to require the property owner to install a left turn lane if the business is expanded or traffic volumes warrant it. Vice Chairman Mitchell seconded the motion and it passed unanimously.

Assistance to Prairie Highway District on Restoring old SH-7, District 2. At the October 1994 Board meeting, Prairie Highway District officials requested financial assistance to restore old SH-7 from Gilbert Grade to Nezperce. Because funds were not available to assistance the highway district, staff was directed to provide technical advise and provide feasible options.

District staff has provided training on several occasions on cold-in-place recycling, hot mix blade patching, and on-the-job training by the district's most experienced grader operator. Current plans include sample specification of cold-in-place recycling for their use in contracting this method of work, seal coating specifications and estimating basis for all phases of this work, and providing copies of ITD's specifications for maintenance hot mix asphalt paving along with estimating data to determine daily needs. A couple of options for reconstructing this road were also provided. DE Carpenter said staff will continue to assist the highway district in answering their questions as needed.

Member Combo commended the district for providing assistance to the highway district officials. Chairman Smith added his appreciation to staff for its cooperative efforts and service.

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Clearwater Memorial Bridge, Lewiston, District 2. DE Carpenter reported that this bridge deck overlay project was the first project in the District to utilize contract bid value method. This involves an incentive/disincentive technique. If the project is completed ahead of schedule, the contractor receives a monetary reward, however, if the project is finished behind schedule, the contractor must pay a fine for every day the project is past the completion date. DE Carpenter said he was quite pleased with the efforts and results on this project.

Director Bower congratulated DE Carpenter for recognizing this project as a potential innovative contract project and implementing it as such.

According to Vice Chairman Mitchell, three principals performed well during this bridge project. He expressed his appreciation to district staff and the contractor, the trucking industry, and area employees who traversed this bridge while under construction. No complaints were received during this project, which was appreciated. Vice Chairman Mitchell thanked the community for their patience during and support for this project.

Delegation - Port of Lewiston. Mark Brigham, Director of Economic Development, told the Board that East Main Street in Lewiston is a vital link to the Port of Lewiston and encouraged the Board to reconstruct the street. Port Commissioner Bud Gleason also stressed the importance of East Main Street and reported the Port's willingness to contribute matching funds for this project. He summarized some of the activities occurring at the Port, including the increased loading and unloading capabilities that will be in place within 90 days.

Chairman Smith thanked the gentlemen for their remarks and contributions.

Delegation - City of Lewiston. A number of people spoke in support of the East Main Street project. According to Brad Wright of 3Bs, the poor condition of this road is destroying their equipment and causing physical problems for their drivers. Ron McMurray, General Manager of Inland 465, said more Idaho products are passing through the Port of Lewiston as they are exported out of the country. The Port is making Idaho producers more competitive, but the street to the Port needs to be fixed. He thanked the Board for taking time to listen to their concerns, and stated that East Main Street would not only help the city, but statewide traffic movement as well because of the increased truck traffic to the Port.

Nez Perce County Commissioner LaFawn Hamm stressed the community support for this project and the County's contribution of \$95,000. City Councilman Mark Arneron has received numerous complaints on this street, as well as a lot of supporting comments to improve the road. Mayor Gayle McGarry believes this is a good project and relayed the council's strong support to improve the route.

Senator Bruce Sweeney said the road is extremely important to the economy, especially of north central Idaho. Not only is the road critical to Lewiston, but to the whole state. He urged

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the Board to seriously consider funding this project. Chairman Smith thanked the Senator for his support for transportation over the years.

The city will be applying for a block grant in November to help finance this project, according to Public Works Supervisor Bud Van Stone. He outlined other funding options the city is considering.

Highway Programming Manager Dave Amick reviewed staff's recommendation to loan \$700,000 STP-State System funds to Lewiston's STP-Urban Program to fund the project in FY97. The amount owed to the state would be reflected as a negative balance in Lewiston's STP-Urban allocation balance. This balance would again become positive in FY2001, thereby making them ineligible for another STP-Urban project until that time.

Vice Chairman Mitchell made a motion, seconded by Member Combo, to approve loaning \$700,000 to Lewiston's STP-Urban Program in FY97 to fund the East Main Street project. The motion passed unanimously. The Board thanked the local officials and citizens for their input and support for this project.

Public Works Director Van Stone provided the Board with an update on several other projects in Lewiston. The design of the Bryden Canyon project is progressing well and should be completed in spring of 1996. The construction on phase one should commence in FY97, although financing the project still needs to be finalized. The 21st Street interconnect project is anticipated to be bid in June and constructed in August. District staff is assisting with the 31st Street North project. Two possible alternatives have been developed and will be taken to the Council for inclusion in the budget.

He complimented the district on the 17th/18th Street project and reported that he has heard positive comments on this project. He communicated his appreciation to the district staff for the good working relationship and cooperative efforts the two entities have. Lastly, he thanked the Department for resurfacing Memorial Bridge.

Surface Transportation Program (STP) Enhancement Program. At the Board's request, staff developed alternatives for project selection and programming on the STP-Enhancement Program, and provided an update on the matching funds for the Three Island Crossing Interpretive Center project, key 6038.

The options for the Enhancement Program included: continuing the current process; not funding the Program, but rather using the funds as part of the withheld obligational authority and shifting funds to highway programs; and splitting the program into a portion reserved for ITD and a portion funded in the current manner. If local entities' projects are delayed more than two years, staff recommends removing the project from the program. The local agency would be able to re-apply for the program. Because projects are programmed through FY98, the alternatives for the Enhancement Program would be effective for FY99.

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Chairman Smith expressed concern that ITD may be competing with local agencies for these funds. However, he added that if local entities cannot utilize the funds, the Department should. The Board members suggested entering into agreements with local agencies with a timeframe for the projects and an outline of the procedures if the project is not ready in time. They also requested a status report on the Malad Gorge project, scheduled in FY98.

Member Combo made a motion to approve the concept of splitting the program into a portion reserved for ITD and a portion funded in the current manner. ITD should utilize funds from delayed projects that are removed from the program after the second scheduled year. Chairman Smith seconded the motion and it passed unanimously. Staff is also to draft a policy on the Enhancement Program and submit it to the Board at the June meeting.

The Department of Parks and Recreation have secured \$60,000 of the \$85,000 needed to match preliminary engineering for the Three Island Interpretive Center project. No matching funds for construction have been acquired from the legislature as construction is not anticipated until FY97. The locals have raised \$50,000 in matching funds with a commitment for another \$50,000. Actual fund raising is not expected to be completed until mid-August, 1995.

Highway Development Program Supplement 95-4. This supplement includes an updated comparison of available funding compared to approved projects and proposed changes in the Five Year Highway Development Program, and selected Highway Program sheets annotated to reflect proposed changes to the Highway Program.

Due to sizable contract savings on an I-15 project in District 5 and the delay of the US-2, Wrenco Loop to Dover project in District 1, funds are available to advance the following projects:

FY95

US-95, White Bird Grade	District 2
I-84B, Air Base Rd to exit 99, Mountain Home	District 3
SH-21, Ada County Line to MP 21.95	District 3
I-84, Greenwood IC to Burley IC	District 4
US-30, Second Ave. N. and E., Twin Falls	District 4
US-93, Carey E. to Butte County Line	District 4
US-93, Addison Ave W, Twin Falls	District 4
I-15, S. Fifth IC to Pocatello Creek IC	District 5
Fort Hall Mine Road	District 5
Crowley Road	District 6
Taylor Toll Bridge	District 6

FY96

East Main St, Lewiston	District 2
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Member Combo made a motion, seconded by Vice Chairman Mitchell, to approve the Highway Development Program Supplement 95-4 and necessary changes to the FY95-97

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Statewide Transportation Improvement Program. The motion passed unopposed. Supplement 95-4 is shown in Exhibit 130, which is made a part hereof with like effect.

Report on District 1 Activities. DE1 Tom Baker reported on the status of a number of projects in District 1. The project to construct turn lanes on SH-200 in Kootenai is progressing well. The state/local agreement is being processed and should be finalized in a week or two. The city's grant application is being reviewed today and needs to be finalized.

The agreement with Bonner County on funds to repair Dufort Road is expected back next week. Because the Board members want to avoid a similar experience with Dufort Road when phase II of US-2 is completed next year, they asked if the traffic control plan could be included in the agreement with a waiver for damages by the county. DE Baker said the agreement will be revised to incorporate the traffic control plan and waiver.

The District has received public support for additional lanes on the US-95, Algoma to Sagle project. The project is proceeding well.

A ribbon-cutting ceremony is tentatively planned for the end of July for the Coeur d'Alene Lake Drive project. The trail is already being utilized, even though the project has not been completed. Member Combo asked staff to consider honoring Dick Schwarz at the ribbon-cutting ceremony for his work and efforts on this project. DE Baker also mentioned the Department received the Governor's Take Pride in Idaho Award for outstanding achievement in recreation for its work on Coeur d'Alene Lake Drive.

The US-2, Thama to Wrenco Loop project is 51% complete. A detour road on the railroad right-of-way has been completed, limiting traffic delays to 15 to 30 minutes. The detour is a single lane crossing. Staff thought Burlington Northern Railroad agreed to two-way traffic, but they would not let the Department expand the detour and provide traffic in both directions. The water quality and erosion control efforts are working well. Bi-weekly notices are being mailed to area residents and posted in public places to keep the public informed of the progress on the activities. The Board viewed a video presentation on this project, particularly noting the detour route.

The Sandpoint Street overlay project is on schedule. The US-95, Worley South project should be advertised in July or August. The US-2, Wrenco to Dover project will be delayed one year to provide some relief to the community from all of the construction. No new information was reported on the passing lanes on US-95 north of Plummer.

The US-95, Kootenai Cutoff to Colburn project is 68% complete. The erosion control plans should be submitted to the Division of Environmental Quality and the Corp of Engineers next month.

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Chief Engineer's Report. CE Ross reported on the status of the right-of-way acquisition for I-84B, Wilson Drain to Karcher Jct., key 4477, District 3. A status summary of a number of Eagle-area projects was also provided.

All of the projects advanced to FY95 due to legislative action authorizing spending authority on an additional \$10 million will be advertised by the middle of June. The Board directed staff to prepare a press release when the last project is awarded along with a current status of each project, and to send legislators a letter with this information.

Director Bower added that state projects for FY96, particularly resurfacing projects, are being accelerated. Although these projects have not been identified, FY96 funds will be available July 1, and staff is expediting the projects to get some done this summer. He reported that he has received one negative comment on the resurfacing projects from a hot-in-place recycler from Burley. Although the contractor supports the resurfacing projects, he criticized ITD for not utilizing the hot recycle method. The Director expressed his pleasure that DE Carpenter has a hot recycle project planned, and has encouraged CE Ross and the other District Engineers to utilize hot-in-place recycling, if feasible. A lot of money has been spent on this valuable technology, and the Director believes the Department should support the hot recycle process when possible.

Director's Report. Director Bower reported that the Department lost its appeal to the Appraisal Board regarding appraisals under \$2,500 needing to be appraised by certified fee appraisers. He plans to pursue this issue and determine the next course of action.

As part of AASHTO, nineteen border states have been meeting to discuss issues such as NAFTA, customs, and immigration. The states are preparing an agreement, which the Director plans to sign. The Board had no objection.

An I-90 project in District 1 was submitted to the National Asphalt Pavement Association for consideration of a national award. The project was a finalist and the Department received a letter of congratulations for the fine work done on this project.

Director Bower said he has had discussions with officials from the Associations of Cities, Counties, and Highway Districts regarding the legislative interim committee. He has been appointed to this committee as a non-voting member. Staff is compiling information for the interim committee, which will be submitted to the Board. Vice Chairman Mitchell reminded staff to recognize the needs of the local entities. He also suggested asking the Department of Commerce to explain the importance of transportation to commerce.

Gannett Road, Former SH-23, District 4. Chairman Smith reported that the Blaine County Commissioners requested Board consideration to add Gannett Road to the state highway system. Staff performed a perfunctory evaluation, which showed the route would not qualify for addition to the state's system.

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Award from City of Boise and Boise Urban Stages (BUS). On behalf of Boise Mayor Brent Coles and BUS Manager Debbie Ruggles, Secretary to the Board Higgins presented the Board members with plaques in appreciation for funding compressed natural gas powered buses and supporting public transportation. The city and BUS officials recognize the pressing needs throughout Idaho for highway and bridge improvements. They thanked the Board for dedicating a portion of the limited CMAQ funds available to Idaho to public transportation to lessen traffic congestion and to improve air quality.

Secretary Higgins also reported on the recent awards the Public Affairs Section received. At the May 6 Idaho Press Club's spring seminar and awards banquet, the Department earned first place in the news release category, second place in the special publications category for the Cole/Overland project brochure, second place in the nonprofit campaign category for the Administrative License Suspension public information campaign, and third place in the annual report category.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 3:00 PM, Member Combo made a motion, seconded by Vice Chairman Mitchell, to meet in executive session to discuss personnel issues. The motion carried.

The Board came out of executive session at 3:40 PM. No decisions were made.

WHEREUPON the Board meeting and tour of District 2 officially ended at 3:40 PM.



LEON E. SMITH, JR., Chairman  
Idaho Transportation Board

Read and Approved  
June 14, 1995  
Idaho Falls, Idaho

May 19, 1995

SUPPLEMENT TO THE MAY 1995 MEETING OF THE  
IDAHO TRANSPORTATION BOARD

May 23, 1995

Through telephone contact with Board Chairman Leon E. Smith, Jr., Vice Chairman Mike P. Mitchell, and Member John X. Combo, on May 23, 1995, the Board continued discussion previously recessed and took the following action:

Based upon the Bannock Planning Organization's resolution of May 22, 1995, we hereby direct staff to proceed with studies, federal approval, cost analysis, and development of funding alternatives in order that the demonstration project for Bannock and Caribou Counties may be designated for the Pocatello Creek Road and Clark Center Street interchange improvements and interstate widening, as presented at the April 1995 Board meeting.



LEON E. SMITH, JR., Chairman  
Idaho Transportation Board

Read and approved  
June 14, 1995  
Idaho Falls, Idaho

May 23, 1995

REGULAR MEETING AND DISTRICT SIX TOUR  
OF THE IDAHO TRANSPORTATION BOARD

June 14-16, 1995

The Board meeting and District 6 Board tour officially began in a conference room at the Idaho Falls Airport in Idaho Falls at 2:00 PM on Wednesday, June 14, 1995. The following were present:

Leon E. Smith, Jr., Chairman - Region 2  
Mike P. Mitchell, Vice Chairman - Region 3  
John X. Combo, Member - Region 1  
Sue S. Higgins, Secretary to the Board  
Dwight Bower, Director

Meeting with Aeronautics Advisory Board (AAB) and Aeronautics Administrator Bill Cooper. The two boards held a work session to exchange ideas on a number of issues, including filling the Aeronautics Administrator position being vacated by Administrator Cooper, the aircraft pool, and possible relocation of the Division's facilities. Administrator Cooper reported that Boise County has decided not to locate the proposed landfill by the Garden Valley airport.

Wade Bryant, Seattle Airport Office Manager, emphasized the need for a system plan. He also discussed the national aviation system and believes the emphasis will be on high-activity airports. He encouraged the group to lobby Congress for additional aviation funds.

Chairman Smith thanked Mr. Bryant for attending the meeting and for his remarks on national aviation issues.

May 18-19, 1995 Board Minutes. The minutes of the Board meeting held on May 18-19, 1995 were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:  
July 6-7, 1995 - District 4  
August 23-25, 1995 - District 5  
September 21-22, 1995 - Boise

Consent Calendar.

RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves  
TB95-02 the following items on the consent calendar; highway bids, with the exception of key #5750, Ironwood Drive to Appleway Avenue Bike Lane, which the Board rejected and directed staff to readvertise because the low bid was more than ten percent over the engineer's estimate; appointments to the Regional

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Public Transportation Advisory Committees in District IV and IV; appointment to the Public Transportation Advisory Committee; and the professional agreements report.

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

ST-5732(600), key 5885 - Jct. SH-53, Rathdrum, Kootenai County, District 1. The low bidder was more than 25 percent under the engineer's estimate, requiring justification. The estimate for the traffic signal installation was the major difference in the engineer's estimate and the low bid. The engineer's estimate based this item on historical bid prices for signal projects in District 1. Increased competition among electrical contractors in the area is the most probable reason for the low bid prices received. Because it is the intention of the District to have this project completed before the 1995-96 school year begins, staff recommended awarding this contract.

The Board concurred with staff's recommendation to award this bid. Low bidder: Thorco, Inc., Coeur d'Alene, Idaho - \$92,540.00.

ST-4809(602), ST-4800(602), and ST-4170(611), keys 5887, 3294, and 5879 - Bovill to Ruby Creek Railroad Bridge; Troy to Deary; Deary to Bovill; SH-8 and SH-3; Latah and Clearwater Counties; District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$2,694,971.78.

STKP-3667 and STKP-3669, keys 5808 and 5810 - New Meadows and Cambridge; Adams and Washington Counties, District 3. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$298,448.00.

STKP-6715, key 5597 - Challis Yard, Custer County, District 6. Low bidder: Maverick Construction Company, Inc., Burley, Idaho - \$117,185.00.

STKP-4595 and STKP-4598, keys 5510 and 5513 - West Dietrich and North Ice Caves, Lincoln and Blaine Counties, District 4. Low bidder: Gale Lim Construction, Inc., Blackfoot, Idaho - \$178,030.00.

STKP-4596 and STKP-4597, keys 5511 and 5512 - East Hazelton and 1000 Springs, Jerome and Twin Falls Counties, District 4. Low bidder: Twin Falls Construction Company, Twin Falls, Idaho - \$183,350.00.

ST-2390(640), ST-2390(641), ST-2390(647), ST-2390(639), and ST-2390(642), keys 5654, 5655, 5889, 5653, and 5656 - Various US-93 Improvements, Twin Falls County, District 4. Low bidder: Western Construction, Inc., Boise, Idaho - \$1,678,366.70.

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NH-6350(102), key 5923 - Arco to Moore, US-93, Butte County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$764,367.55.

STM-2864(601) and STM-2846(606), keys 5490 and 5499 - Kasota Interchange to Paul East City Limits, and Burley West; Minidoka and Cassia Counties, District 4. Low bidder: Intermountain Slurry Seal, Inc., Salt Lake City, Utah - \$157,321.00.

ST-1480(608), key 5895 - Jct. SH-34 to Bear Lake County Line, Caribou County, District 5. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$1,095,941.00.

STP-6500(103), key 5969 - Palisades Guardrail Improvement, US-26, Bonneville County, District 6. Low bidder: C. P. Morgan Company, Orem, Utah - \$344,950.95.

STM-5110(628), key 6039 - Wyoming Avenue to Ohio Match Road, US-95, Kootenai County, District 1. Low bidder: Interstate Concrete and Asphalt, Coeur d'Alene, Idaho - \$244,899.41.

ST-5704(601) and ST-5704(603), keys 5644 and 5884 - Emida to Santa Jct., and Ramskull Creek to Emida, Benewah County, District 1. Low bidder: Inland Asphalt Company, Spokane, Washington - \$988,888.50.

ST-3320(602) and ST-3320(603), keys 5943 and 6147 - Jct. I-84 to Jct. SH-16, and Jct. SH-16 to Parkinson Street, SH-44, Ada and Canyon Counties, District 3. Low bidder: Central Paving Company, Inc., Boise, Idaho - \$1,424,017.50.

ST-3230(602), key 5941 - Jct. I-84 to Ada County Line, US-20/26, Canyon County, District 3. Low bidder: Boise Paving and Asphalt Company, Boise, Idaho - \$607,442.00.

ST-6867(600), key 5664 - Challis Spur, US-93, Custer County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$193,177.18.

CM-9463(100), key 5538 - West Bench Interconnect, Boise, Ada County, District 3. The low bidder was more than ten percent over the engineer's estimate, requiring justification. After a detailed review of the bid, it appears that traffic control and trench repair were estimated low, not taking into account the rapid rise in traffic control rentals, maintenance, and flagging. The engineer's estimate was also low for asphalt repair in relation to the bids received. The project's sponsor, Ada County Highway District, recommends that the project be awarded.

The Board concurred with staff's recommendation to award this bid. Low bidder: Power Plus, Inc., Boise, Idaho - \$534,701.56.

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ST-7622(602), STM-7622(603), ST-2852(600), STM-2852(601), ST-2741(602), STM-2741(603), and ST-2846(607), keys 5893, 6082, 5890, 6083, 5892, 6084, and 5891 - Y-Dell to I-84, Jct. I-84 to Wayside, Hansen Bridge to North I-84, and Murtaugh East and West; US-30, SH-24, and SH-50; Cassia, Minidoka, Jerome, and Twin Falls Counties; District 4. Low bidder: Gordon Paving Company, Inc., Burley, Idaho - \$1,106,890.40.

ST-2854(605) and ST-2854(606), keys 5905 and 5906 - W. Malta to Conner's Corner and Conner's Corner to Pomerelle, SH-77, Cassia County, District 4. Low bidder: Hunziker Construction Company, Pocatello, Idaho - \$886,311.40.

STM-7231(602), key 5571 - South Fifth Interchange to Cedar Street, I-15 Business, Bannock County, District 5. The low bid was more than ten percent over the engineer's estimate, requiring justification. Microsurfacing is the most practical alternative to rehabilitate this urban section of roadway and prices will not improve significantly. Microsurfacing is essentially a sole source, relatively new approach to pavement rehabilitation in the area, therefore, competition is limited, as well as past cost data. Both bidders are subcontracting the microsurfacing work, so there is additional administrative cost and mark up. Also, the project has a strict completion date deadline in order to avoid traffic conflicts associated with the beginning of the fall semester at Idaho State University. Therefore, staff recommended awarding the bid.

The Board concurred with staff's recommendation to award this bid. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$644,081.00.

STM-6470(614), STM-6470(612), STKP-6716, STKP-6733, STKP-6731, and STKP-6730, keys 6114, 5580, 5598, 6125, 6123, and 6122 - Island Park to Montana State Line, North Chester to Ashton, Stockpile 6716 at Ashton yard, Stockpile 6733 at Ashton Yard, Stockpile at Sugar Yard, and Stockpile at Ucon Source; US-20, Fremont, Madison, and Bonneville Counties, District 6. The low bidder was more than 25 percent under the engineer's estimate, requiring justification. The engineer's estimate is roughly based on the Average Unit Price Report for District 6 projects and past bidding history of projects of similar nature for standard items. The bids generally compare well with the engineer's estimate with the exception of bid items SP-03, and SP-04, anti-skid materials. The bid prices for anti-skid items indicate that the engineer's estimate overestimated the costs associated with crushing, hauling, and stockpiling the material from the designated source. The differences in these items account for the majority of the difference between the low bidder and the engineer's estimate. The District has examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage of. As the summer 1995 construction season is upon us, it would be unwise to readvertise the project and jeopardize having the sealcoat completed this summer.

The Board concurred with staff's recommendation to award this bid. Low bidder: Gale Lim Construction, Inc., Blackfoot, Idaho - \$412,008.90.

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UST-61200 and UST-62000, keys 4931 and 4939 - Underground Storage Tanks at Driggs Maintenance Yard and at Sugar City Maintenance Yard, Teton and Madison Counties, District 6. Low bidder: Dale's Service, Inc., Boise, Idaho - \$111,997.00.

Director Bower reported that all of the bids for the projects utilizing the additional \$10 million appropriated by the Governor have been opened. Because the total bid awards on these projects were under \$9 million, staff will determine an additional project(s) to advance for pavement rehabilitation with the savings realized. A press release has been prepared to announce the awarding of these projects.

2) Appointment of Robert Bailey and Gary Lambson to the Regional Public Transportation Advisory Committees in Districts IV and VI, respectively. Appointment of Annette Lee to the Public Transportation Advisory Council for a three-year term.

3) Professional agreements report. Payments for engineering consultant agreements amounted to \$82,400.87 during May 1995 and general consultant agreements equalled \$48,342.00 for a grand total of \$130,742.87.

WHEREUPON the Board meeting recessed at 5:00 PM.

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The Transportation Board meeting reconvened at 8:05 AM on Thursday, June 15 in the City Council Chambers of the City Electric Building in Idaho Falls. All members were present. Chief Engineer Jim Ross, Federal Highway Division Administrator Jack Coe, and Federal Highway Regional Administrator Leon Witman were also in attendance.

Renewal of Legislative Consultant Contract. At the July, 1994, meeting, the Board approved a request for ITD to participate with the states of Montana, North Dakota, South Dakota, and Wyoming in retaining the services of Mr. John DeVierno as a legislative consultant in Washington, D.C. Idaho began participation in the 5-state coalition contract with Mr. DeVierno in September, 1994. The current contract expires June 30, 1995 and Mr. DeVierno has offered a proposal for renewal of that contract.

Some of the benefits ITD has realized from this consultant's service include congressional action to impose a moratorium on crumb rubber asphalt usage requirements, to make the overly prescriptive and costly management systems voluntary, and to modify US Department of Transportation policy concerning a proposed National Transportation System.

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

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RES. NO. WHEREAS, the legislative consultant contract with Mr. John DeVierno,  
TB95-03 approved by the Idaho Transportation Board in July, 1994, will expire on June  
30, 1995; and

WHEREAS, the Idaho Transportation Department's participation in the 5-state  
Coalition (with Montana, North Dakota, South Dakota, and Wyoming Depart-  
ments of Transportation) has been very beneficial to the State of Idaho; and

WHEREAS, the 5-state Coalition, with Mr. DeVierno's expertise and  
assistance in Washington, DC, has been effective in protecting the  
transportation interests of low-population, rural states in Congress; and

WHEREAS, it is critical that the Department receive timely information about  
Congressional and administrative actions and react to them quickly.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves  
use of state operating funds for a legislative consultant contract with Mr.  
DeVierno at a rate not to exceed \$45,000 per annum for the period of July 1,  
1995 through December 31, 1997, and directs staff to prepare a multi-state  
contract with Mr. DeVierno, provided, however, the contract must have an  
escape clause permitting withdrawal upon Board action so directing.

Authority to Acquire Property, NH-F-3271(037), Key 2793, Parcel 22, SH-44/55,  
District 3. Vice Chairman Mitchell asked staff to provide information on how much money  
has been spent to date for right-of-way on Eagle-area projects. He also requested the  
estimated cost for right-of-way still to be acquired for these projects.

Vice Chairman Mitchell made a motion, seconded by Chairman Smith, and passed  
unanimously, to approve the following resolution.

RES. NO. WHEREAS, the Idaho Transportation Department has scheduled for  
TB95-04 construction in 1997 and 1999 the widening of Eagle Road between Fairview  
Avenue and the Eagle Alternate Connection; and

WHEREAS, 2 3/4 acres of the 39 acre parcel 22, key 2793, a privately owned  
piece of land, is needed for the project; and

WHEREAS, two single-family residences are also taken by the project, and two  
appraisals were obtained on the property and the higher of the two was for  
\$173,000 and the owner will accept \$180,000 in exchange for the needed  
property and improvements.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board  
authorizes acquisition of the subject property for \$180,000.

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Authority to Condemn, STP-F-3271(033), Key 2027, Parcel 10, SH-44/55, District 3.  
Member Combo made a motion, seconded by Vice Chairman Mitchell, and passed unanimously, to approve the following resolution.

RES. NO. WHEREAS, the Idaho Transportation Department has scheduled for  
TB95-05 construction in September, 1995 the Eagle Alternate Route which will redirect traffic on State Highways 44 and 55 around the City of Eagle; and

WHEREAS, 14 1/2 acres of privately owned land (shown on the plans as key 2027, parcel 10) is needed for the project; and

WHEREAS, the reviewed fair market value of the land needed for the project is \$375,440, and the owners have refused to accept less than \$442,000 and negotiations are now at an impasse.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes condemnation of the subject property.

Approval to Operate on US-12, SH-13 and US-95 at 89 Feet and 3.16 Offtrack. Mr. Dean Rowan is requesting to operate his logging combinations on US-12, SH-13, and US-95 at 88 feet 11 inches overall length and an offtrack of 3.0 to 3.16 feet. These routes currently allow up to 85 feet overall length and an offtrack of up to 5.50 feet.

Although Mr. Rowan's combinations exceed the 85 foot overall length restriction by 3 feet, 11 inches, they do not exceed the 5.5 feet offtrack restriction. Staff does not believe the safety of the traveling public would be compromised by the operation of this combination on the requested routes. Vice Chairman Mitchell asked if the Department checks equipment to ensure the combinations are as reported, or if the applicant is taken at his word. The Department does not require the applicant to bring equipment in when getting a permit. Member Combo expressed concern with speed on US-12, but added if the trucker drives professionally, speed should not be an issue.

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

RES. NO. WHEREAS, the Idaho Transportation Board has authority under IDAPA  
TB95-06 39.03.10.300.04 to grant approvals based on economic hardship; and

WHEREAS, the Transportation Board has previously granted permission to issue permits for vehicles exceeding the allowed length, but not the allowed offtrack based on economic hardship; and

WHEREAS, the vehicle combination exceeds the length requirement, but has an offtrack of 3.16 or less, which is substantially lower than the allowed 5.5 feet offtrack; and

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WHEREAS, the offtrack of these vehicle combinations is substantially less, the safety of the traveling public would not be compromised by the operation of this combination on the requested routes.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board grant permission for the issuance of a special permit to Mr. Rowan to operate vehicle combinations on US-12, SH-13, and US-95 to Fruitland at 88 feet 11 inches overall length with a maximum offtrack of 3.25 feet.

Special Exemptions for Studded Tire Prohibition. At last month's meeting, Board authorized staff to revise IDAPA 39.03.46 to allow the Board the authority to grant exceptions to the studded snow tire rule when circumstances warrant and to authorize the Director to allow such exemptions. The Board reviewed the draft rule. Staff proposed delegating the responsibility and authority for approving special exemptions to staff through the Director by Board Policy and Administrative Policy. Those documents would be prepared once the rule is promulgated.

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

RES. NO. WHEREAS, Section 49-948, Idaho Code authorizes the Idaho Transportation  
TB95-07 Board to revoke any permission for use of studded tires at any time it may determine that studded tires are unduly damaging highways; and

WHEREAS, the Board has the authority under Section 40-312, Idaho Code to promulgate administrative rules; and

WHEREAS, existing rule IDAPA 39.03.46 provides that studded tires are prohibited on Idaho's public roads between the dates of April 16 through September 30, annually; and

WHEREAS, the Board desires to modify rule IDAPA 39.03.46 to allow for special exemptions to the studded tire prohibition period for special situations where it is judged that enhancements to public safety can be realized by granting of a special exemption out-weigh the resultant increased pavement wear.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves temporary and regular rule making for the submitted draft rule IDAPA 39.03.46.

EY96 Strategic Plan. Sections 67-1901, 67-1902, and 67-1903, Idaho Code, requires ITD to develop and submit a strategic plan to the Division of Financial Management by July 1, 1995. The Department's strategic planning process has been ongoing since August of 1994, with consultant Dr. John Luthy facilitating and organizing the Department's efforts.

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Transportation Planning Administrator (TPA) Ray Mickelson said this document will be used in the Department's budget cycle. Additionally, individual performance plans will be tied to the strategic plan. All activities will be monitored and measured and reported back to management. TPA Mickelson expressed his appreciation to Rik Hinton and Mark McNeese for their time and efforts on this project. These two employees were instrumental in compiling and finalizing this plan. Director Bower added that employees at all levels have been involved in writing the plan. The issues and challenges in the plan are of an external nature, however, numerous internal issues were presented and will be incorporated into a separate document. The internal issues will be explored, corrected if possible, and communicated back to the employees.

The Board members commended staff on the quality and thoroughness of this in-depth plan. Vice Chairman Mitchell made a motion, seconded by Member Combo, and approved unopposed, to approve the following resolution.

RES. NO.      WHEREAS, Sections 67-1901, 67-1902, 67-1903, Idaho Code requires the  
TB95-08      Idaho Transportation Department to develop and submit a strategic plan to the  
Division of Financial Management by July 1, 1995, and report on and update  
the plan annually thereafter; and

WHEREAS, the Department retained the services of Dr. John Luthy as a consultant to assist in facilitating and organizing the effort; and

WHEREAS, the Department has developed the strategic plan to reflect all programs within the Department statewide, and has involved participation at every level; and

WHEREAS, a strategic plan makes good business sense in keeping in line with the Department's efforts towards Total Quality Improvement and will assist the Department in improving the performance and/or lowering the costs of major programs and processes; and

WHEREAS, the overall benefit to customers of the Transportation Department will entail increasing the Department's ability to meet customer expectations by increasing the efficiency and cost-effectiveness of Department programs.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board adopts the Idaho Transportation Department fiscal year 1996 Strategic Plan.

State Transportation Improvement Program (STIP) and Public Involvement. Development of the draft STIP is currently underway, according to TPA Mickelson. The format has been revised to make it district oriented and more user friendly and understandable to the public. Staff has been working closely with the three metropolitan planning organizations (MPOs) to insure consistency of their Transportation Improvement Programs with the STIP.

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Clair Bowman, Executive Director of the Ada Planning Association, concurred with the excellent coordination between ITD and the MPOs, and praised staff's coordination efforts. He added his appreciation for the longer time-frame to review and comment on the draft STIP. Chairman Smith expressed his pleasure at the good working relationship between ITD and the MPOs.

The Public Involvement Coordinator has been working with headquarters and district staff on this year's public involvement efforts. The Board reviewed an outline of the public involvement activities to date and the planned activities for the remainder of 1995. Vice Chairman Mitchell voiced concern that the list was incomplete. He believes more meetings have been held in the district offices than were recorded and also questioned meetings held at headquarters, which weren't reported. Director Bower added that public involvement occurs at almost every Board meeting and staff needs to include Board activities.

Alternative Transportation Analysis - District 3. The Pocatello Regional Transit (PRT) was granted \$110,000 in CMAQ funds to build a compressed natural gas (CNG) facility. However, PRT will be purchasing clean diesel buses instead of CNG buses because of the excessive expense of a fueling station, making the CNG facility unnecessary.

Because PRT is unable to obligate the funds by September 30, staff requested half of the funds be transferred to Ada Planning Association for the Treasure Valley Alternative Transportation Analysis program, and the other half of the funds to be used as CMAQ funds and returned to the STP program for projects on the state highway system. The additional funds for the alternative transportation analysis project, sponsored by ITD; the cities of Boise, Caldwell, Nampa, Meridian, Kuna, Eagle, and Garden City; INEL; Ada County Highway District; Canyon County; and the Canyon County Highway Districts, would finalize Phase I and provide for the detailed framework for future transportation services in the Treasure Valley.

Chairman Smith emphasized that Board Policy B-09-13, Congestion Mitigation/Air Quality (CMAQ) Program, states that CMAQ funds that have not been obligated by September, shall be used as Surface Transportation Program funds. He does not believe the funds should be transferred from one qualifying area to another. Failure to complete a CMAQ project in an area should forfeit the funds to the Surface Transportation Program.

Chairman Smith made a motion, seconded by Member Combo, to adopt the proposed resolution transferring \$55,000 of CMAQ funds to Ada Planning Association and \$55,000 to the STP program for projects on the state system. The motion failed unanimously.

Pocatello Area Demonstration Project, DPC-003(001), Key 5311, District 5. As a result of Board action in May 1995, staff was directed to proceed with studies, federal approval, cost analysis, and development of funding alternatives for the Pocatello Creek and Clark Center Street interchange improvements and I-15 widening project. The Major

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Investment Study to identify the demonstration program is being finalized and will provide a portion of the documentation needed for the project concept and environmental document.

Chief of Transportation Services Jerry Dick said the Department does not have the resources available in-house to reduce the scope of the project to fit the funds available, perform the design, and prepare detailed plans and estimates. He recommended hiring a consultant to undertake project development activities and prepare detailed plans and estimates within the funds available.

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

RES. NO. WHEREAS, Section 1104 of the 1991 ISTEA authorized \$10.1 million from  
TB95-09 the Highway Trust Fund (\$12.625 million with match) for congestion relief project No. DPC-003(001) in Bannock or Caribou Counties; and

WHEREAS, a location and major investment study has been conducted in cooperation with the Bannock Planning Organization to identify the most feasible alternative for providing congestion relief on I-15 in the vicinity of the Pocatello Creek Interchange; and

WHEREAS, the Bannock Planning Organization has recommended improvements to the Pocatello Creek and Center Street interchanges and the addition of new lanes in each direction on I-15 between the interchanges; and

WHEREAS, the preliminary cost estimate prepared by CH2M Hill exceeds the funds available by approximately \$.4 million; and

WHEREAS, neither Headquarters nor District 5 have the resources available in-house to reduce the scope of the project to fit the funds available, perform the design and prepare detailed plans and estimates.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes staff to negotiate a consulting engineering contract to undertake project development activities and prepare detailed plans and estimates within the funds available.

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Department will negotiate with local officials regarding an equitable share of the required local match prior to construction.

Transportation Enhancement Program, Board Policy B-11-03. As requested by the Board at last month's meeting, staff drafted a policy on the Enhancement Program. The policy describes the manner in which projects will be programmed and establishes the

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Enhancement Advisory Committee. The policy also establishes the required matching fund levels for projects. Projects which are not made ready for contracting in a timely manner will be dropped from the program and sponsors must reapply for funding to reenter the program under this policy.

Project sponsors will be notified immediately of the change in policy, especially concerning project readiness. A paragraph detailing the project development requirements will be included in any future Enhancement project state/local engineering agreements. The policy will then be implemented beginning with FY96. This timetable will give project sponsors adequate notice of the consequences of projects not being ready for contracting.

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

RES NO.        WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991  
TB95-10        (ISTEA) requires that 10 percent of each state's Surface Transportation  
Program be spent on projects which qualify as enhancement activities as  
outlined in ISTEA; and

WHEREAS, the ISTEA requires the state to select enhancement projects in cooperation with the state's designated Metropolitan Planning Organizations (MPO) and with consultation with other local governmental agencies; and

WHEREAS, the ISTEA requires that all enhancement projects are incorporated in the Statewide Transportation Improvement Program (STIP) and, if within the MPO boundaries, be in conformance with the MPO Transportation Improvement Program (TIP); and

WHEREAS, the ISTEA requires that a priority list of projects for a three year period be provided in the TIP; and

WHEREAS, Idaho Transportation Department staff has studied several alternatives for programming enhancement projects and believes that a statewide application process is the best for Idaho; and

WHEREAS, *projects not being made ready for contracting in the scheduled* fiscal year result in delay of projects sponsored by agencies; and

WHEREAS, discussion has occurred with the Idaho Transportation Board and various other interested parties concerning the appropriate procedures for programming and funding enhancement projects.

***NOW THEREFORE BE IT RESOLVED***, that the Idaho Transportation Board approves Board Policy B-11-03 as written.

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Signalization Projects in Ada County, US-20/SH-44, District 3. The Ada County Highway District (ACHD) has requested that the Department enter into two joint projects to signalize the intersections of US-20 and Linder Road and SH-44 and Linder Road. Both signals are warranted under the standards set forth in the Manual of Uniform Traffic Control Devices and rank high on the current District 3 signal priority list. Both intersections will be affected by a new school scheduled to open this fall and the signals are strongly supported by the local officials.

ACHD has proposed sharing costs of the materials for the projects at fifty percent for ITD and fifty percent for ACHD, which is consistent with Administrative Policy A-12-16, Traffic Control Devices and Highway Lighting. Additionally, ACHD will design and construct the projects for both signals. ITD's participation would be in the form of a payment to ACHD in the amount of \$40,000 for the two projects.

The Board asked why new projects are proposed for inclusion in the program instead of advancing current projects. CE Ross reiterated the urgency of these projects because of the new school opening this fall. CTS Dick added that District 3 is in the process of looking at all signalization projects throughout the district because of the population growth.

Member Combo made a motion to approve the resolution on this issue. Vice Chairman Mitchell seconded the motion. Member Combo questioned the desirability of the Transportation Board meeting with the Board of Education to discuss transportation issues as they relate to schools. Consideration should be given to involving transportation officials when school bonds are being discussed. The following resolution was passed by a 2-1 vote, with Chairman Smith dissenting, expressing concern that any project, signalization or otherwise, be moved into the five-year program for immediate construction, without that project competing for its place statewide when the program is established by the Board in September. Emergency projects are excepted.

RES NO.        WHEREAS, the Ada County Highway District (ACHD) has requested  
TB95-11        two signalization projects on the state highway system within Ada County; and

WHEREAS, the signals at the identified locations are warranted under the standards set forth in the Manual of Uniform Traffic Control Devices; and

WHEREAS, the intersections are identified on the current District Three signal priority list with a high ranking; and

WHEREAS, the identified intersections will be affected by a new school scheduled to open this fall; and

WHEREAS, the proposed signalization projects have strong support from the local officials; and

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WHEREAS, ACHD is proposing to share the costs of materials with the Idaho Transportation Department in accordance with Administrative Policy A-12-16, "Traffic Control Devices and Highway Lighting"; and

WHEREAS, ACHD is willing to design and construct the projects at highway district expense; and

WHEREAS, ACHD funds are available now to pay its share of the proposed projects; and

WHEREAS, ACHD can complete the design for the proposed projects to allow construction this summer; and

WHEREAS, sufficient funds are available in the FY 1996 State-Funded Unallocated Account for these projects.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the addition of two signalization projects in the amount of \$40,000 in the form of payment to Ada County Highway District in FY 1996 of the State-Funded Highway Development Program utilizing funds from the Unallocated Account as proposed here and in the Highway Development Program Supplement 95-5.

Signalization Projects in Nampa, SH-45, Canyon County, District 3. The City of Nampa has requested that the Department enter into a joint project to signalize the intersection of SH-45 and Iowa Avenue. The intersection is warranted for a signal under the standards set forth in the Manual of Uniform Traffic Control Devices and ranks high on the current District 3 signal priority list. The signal at Iowa Avenue is near a new school which is scheduled to open this fall and is strongly supported by the local officials.

The city has proposed sharing costs at fifty percent for ITD and fifty percent for the city, which is consistent with Administrative Policy A-12-16, Traffic Control Devices and Highway Lighting. Additionally, the city will obtain at city expense any right-of-way necessary to realign the current entrance to the nearby hospital which is located on the east leg of the Iowa Avenue intersection, as well as providing topographical survey. The project is expected to cost \$60,000.

Member Combo made a motion, seconded by Vice Chairman Mitchell, to approve the resolution to fund this signalization project in the FY96 State-funded Highway Development Program. The motion failed, 1-2, with Chairman Smith and Vice Chairman Mitchell objecting, expressing the same rationale as for the US-20/Linder and SH-44/Linder projects.

June 15, 1995

Highway Development Program Supplement 95-5. The Board members reviewed the updated comparison of available funding compared to approved projects and proposed changes in the five-year Highway Development Program; selected Highway Program sheets annotated to reflect proposed changes to the Program; and other information supporting the supplement.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation  
TB95-12 Department 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 Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a priority list of projects covering a 3 year period be provided in a Statewide Transportation Improvement Program (STIP); and

WHEREAS, projects which delay beyond their scheduled year of contracting delay other state and local projects and jeopardize effective utilization of available public highway funds; and

WHEREAS, Department staff has ascertained that approximately \$6.2 million in Federal highway funding (including match) could be made available for advancing projects primarily because of local projects which may delay; and

WHEREAS, Department staff has identified \$5.0 million dollars in Federal-aid projects which can be advanced in the Highway Development Program and made ready for contract in FY 1995; and

WHEREAS, the Department has applied for and received special Federal research funds from the Federal Highway Administration; and

WHEREAS, the Transportation Board has remaining un-allocated State Highway Funds available for urgently needed projects on the State Highway System.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the changes to the FY 1995-99 Highway Development Program itemized and explained in Highway Development Program Supplement 95-5, as shown in exhibit 131, which is made a part hereof with like effect.

*BE IT FURTHER RESOLVED*, that Department staff is authorized to make the appropriate changes to the FY 1995-97 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

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Additional Consultant Engineering Funds for Erosion Control Plan, NH-IR-F-5116(071), Key 4458, US-95, District 1. Because of storm water and erosion control problems encountered during construction, a joint meeting was held between FHWA, Army Corps of Engineers, Division of Environmental Quality, Department of Water Resources, Fish and Game, Soil Conservation Service, and ITD. At that meeting, it was resolved that the Department would put a consultant on board to provide the following areas of service: 1) provide a field review and written report of existing erosion control measures incorporated by ITD for work completed under the contract; 2) develop an erosion control plan covering construction activities for the remainder of the contract work; and 3) develop a permanent erosion control plan.

The consultant has completed item 1 and provided a written, finalized report containing the recommended best management practices and erosion control methods for items 2 and 3. The remaining work under items 2 and 3 include transferring the written report into useable plan sheets. The estimated cost for this work is \$160,000.

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

RES. NO. WHEREAS, the Army Corps of Engineers and Division of Environmental  
TB95-13 Quality permits for construction of the Kootenai Cutoff to Colburn project,  
NH-IR-F-5116(071), key #4458 were revoked; and

WHEREAS, the permits were revoked for identified erosion control and wet land violations; and

WHEREAS, ITD agreed to hire a certified consultant to provide an evaluation of existing erosion control measures and erosion control plans for construction phases and permanent erosion control; and

WHEREAS, the work to be performed by the consultant is a condition of re-issuance of the revoked permits; and

WHEREAS, the consultant has provided, in report format, recommendations for construction and permanent erosion control plans; and

WHEREAS, an additional \$80,000 (plus \$80,000 of unused funds already approved for a total cost of \$160,000) is being requested by the consultant to translate the said report into plan sheets; and

WHEREAS, staff is able to perform the translation from report format to plan sheets.

***NOW THEREFORE BE IT RESOLVED***, that staff will translate the written report developed by the consultant into plan sheets and the consultant will

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perform a peer review of all plan sheets developed by staff for the purpose of erosion control and Best Management Practices for the completion of construction and permanent erosion control on the Kootenai Cutoff to Colburn project.

CTS Dick thanked the Board members for the opportunity to work with them over the years. The Board members expressed their pleasure with working with CTS Dick, and especially noted his thoroughness and efficiency. They wished Mr. Dick well in his retirement at the end of the month.

Feasibility Options for Sugar City Access, US-20, District 6. The intersection of US-20 and 3500 North Road has a history of accidents, ranking it the third highest severity index of the at-grade intersections on US-20 between Idaho Falls and Chester over the past three years. Additionally, residents of Sugar City have commented that access from US-20 is hampered by the at-grade intersection. Based on this information, District 6 has requested funds for a project to improve safety and access in the Salem-Sugar City vicinity.

District Engineer Jim Richard provided an overview of feasible options for access to Sugar City. Safety is the number one concern. Access for the area also needs to be considered, along with the travelling public's needs today, as well as in the future. He also reported on the public information meeting held on May 17, 1995.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 12:05 PM the Board met in executive session to discuss personnel issues.

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

Director's Report. Director Bower informed the Board of revisions to the recently-approved Highway Needs Assessment Study Update. Member Combo made a motion, seconded by Vice Chairman Mitchell, and passed unanimously, to approve the following resolution.

RES. NO. WHEREAS, the Transportation Board has received a letter from consultant Jim  
TB95-14 Covill outlining the revisions to pages 97 through 101 of the Idaho Highway  
Needs Assessment Study Update.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board accepts and substitutes those revisions in the final draft in lieu of the other pages.

The Director recently met with Governor Batt and Micron officials to continue discussions and negotiating solutions to transportation problems in the Micron area. Member Combo made a motion, seconded by Vice Chairman Mitchell, and passed unopposed, to approve the following resolution.

RES NO. WHEREAS, the Board having been advised by the Director of his discussions  
TB95-15 with Micron officials as to its desire to improve surface transportation access to its  
Idaho plants and facilities.

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*NOW THEREFORE BE IT RESOLVED*, that the Board authorizes the Director to continue to meet with Micron officials to reach mutual agreement in a form suitable for consideration by the Micron Board of Directors and by the Idaho Transportation Board particularly as to access to I-84 near Isaac's Canyon.

This past year the Joint Finance and Appropriations Committee (JFAC) imposed an absolute employee cap of 1,816 employees for the Department. Staff is in the process of reconciling personnel records and ensuring that cap is not exceeded.

The design of the Headquarters' west wing remodel project is in process. The original plans have been scaled down.

The Department has received a response from U.S. West stating they will investigate the charges of the utility company delaying the Cole/Overland project in District 3.

Delegation - City of Sugar City. Sugar City Mayor Burton thanked the Board members for the opportunity to discuss access to Sugar City from US-20. He provided copies of letters in support of an access project from Sun Glo, Incorporated; Ned's Moody Creek Produce; Mountain High Potatoes; and Miles Produce, Incorporated. Additionally, the Board received a petition from area residents in support of an access road on 3000 North, and a resolution from the Sugar City mayor and council members recommending a grade separation at Third North with ramps.

Del Raybould, a local farmer and owner of Sun Glo, Inc., stressed that safety is a major factor at the current intersection, especially for trucks. Senator Robert Lee added that a number of buses also use this dangerous access and that it is important to have an interchange or grade separation. He thanked the Board members for the meeting in Idaho Falls and their attention to this matter. He expressed his desire and willingness to help on this issue, and also realizes a number of studies need to be completed before an option is chosen.

Chairman Smith told the group that a number of cities statewide have requested new interchanges, which are expensive. The Department has very limited funds and more money has been dedicated to improve the current pavement conditions. A legislative interim committee has been established to review the transportation needs of the state and funding issues. Vice Chairman Mitchell encouraged the delegation to attend the legislative interim committee meetings in the area and relay their needs and concerns to this committee. Chairman Smith concluded by thanking the group for attending the meeting and providing input.

Delegation - City of Rexburg. Rexburg City Engineer Joe Laird reported on the growth of Ricks College, including a newly-constructed building, and a desire to close Fourth Street because of pedestrian traffic. Seventh Street needs to be open to accommodate traffic. He explained the plans to phase the south arterial project. Forsgren and Associates consultant John Malar provided cost estimates and said that the engineering will be completed by the end of the year.

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Mayor Nile Boyle said a new traffic signal will be needed at the middle school. He asked if that project could be included in Phase I of the south arterial project, or submitted separately. DE Richard suggested the city complete a separate application for the signal.

Because of the high pedestrian activity in the vicinity of the college, City Councilman Glen Pond reiterated that Fourth Street is almost closed to motorized traffic. This south arterial project is imperative to move east/west traffic. Mayor Boyle thanked the Board members for their time and said he plans to testify at the legislative interim committee meetings.

Director's Items, Continued. The Department sent letters to Idaho's Congressional Delegation with a status report for each of the state's demonstration projects. The letter also requested adding language to the Senate appropriations bill which would list the "Wye Interchange" project on I-184 in Boise as eligible for priority consideration for Interstate Discretionary funding.

Director Bower presented information on the Department's FY96 out-of-state travel included in the JFAC budget request. The Department reduced the travel budget by approximately \$150,000 from the legislative-approved budget.

Some discussion followed on federal funding issues, including passage of the National Highway System bill. FHWA Administrator Coe said that most scenarios indicate a 20% reduction in transportation funds. He believes Congress will enact a resolution to continue transportation funds if the NHS is not passed. Regional Administrator Witman thinks there is a concerted effort to pass the NHS. Director Bower stated the need to inform the public, and particularly the legislative interim committee members, of the uncertainty of federal funds and that the construction program relies on federal aid.

Information on City of Idaho Falls. Mark Genden, Manager, City Electric Division, provided information and a slide presentation on the city's electric division. Idaho Falls is one of four cities in Idaho that generates its own power. Approximately 42% of the city's needs are generated at its power plants. The Board thanked Mr. Genden for the informative presentation.

Tour of Engineering and Research Office Building - Idaho National Engineering Laboratory (INEL) Facility. The Board members joined a national workshop in progress on Rural Needs for the Intelligent Transportation Systems Architecture. From there, the group met with Greg Baker, Executive Vice President and Deputy Director of Lockheed-Martin Idaho Technologies; Barry Short, INEL Division Director; and JoAnn Malma with the Department of Energy.

Mr. Baker provided background information on Lockheed-Martin's involvement at INEL and challenges they are facing, including congressional decisions on funding. Some of the areas they are focusing on include reactor safety, energy programs, and downsizing.

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Mr. Short summarized the research programs at INEL. Some of the research activities include electric vehicle program, sensors for tracking vehicles, intelligent transportation systems, testing batteries, and weigh-in-motion.

The Board also viewed Cybertran. This new concept in high-speed mass transit utilizes computer-controlled, light-weight, low-occupancy vehicles that travel in elevated guideways at high speeds. Marty Plum said the top speed would be approximately 150 miles per hour. The electrically powered, steel-wheel-in-steel-rail vehicles would use only 30% of the energy of automobiles and aircraft. The Board members also looked at an electric car.

The Board members thanked all of the INEL/Lockheed-Martin participants for the visit and information presented.

WHEREUPON the Board meeting recessed at 6:00 PM.

June 16, 1995

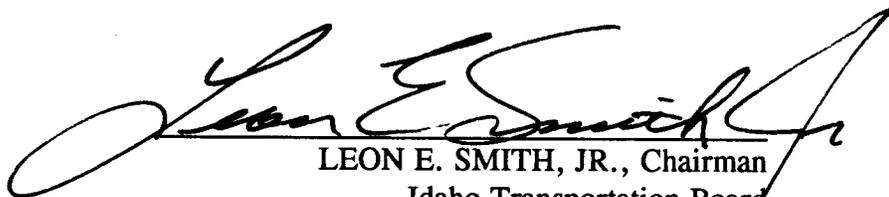
The Transportation Board meeting reconvened at 7:45 AM on Friday, June 16 when the group boarded a Teton Stages van in Idaho Falls and traveled to the District 6 Office in Rigby, via US-20. All members were present.

The Board members toured the District facilities and visited with employees.

From Rigby the group traveled SH-48 east and US-26 east to Clark's Hill rest area. After viewing the rest area, the group continued on US-26 to SH-31. En route to Victor, the resurfacing projects scheduled in FY95 and FY96 were observed. From Victor the group traveled on SH-33 to Wyoming, US-89 and Wyoming 22 to US-26 west in Idaho. FY95 guardrail projects, as well as a retaining wall, were viewed around mile posts 396 to 388.

The tour ended in Idaho Falls.

WHEREUPON the Board meeting and tour of District 6 officially ended at 3:40 PM.



LEON E. SMITH, JR., Chairman  
Idaho Transportation Board

Read and Approved  
July 7, 1995  
Twin Falls, Idaho

June 16, 1995

REGULAR MEETING AND DISTRICT FOUR TOUR  
OF THE IDAHO TRANSPORTATION BOARD

July 6-7, 1995

House Bill 202, which was enacted during the 1995 legislative session, increased the number of Transportation Board members from three to seven, effective July 1, 1995. The six ITD districts are each represented by a member serving a six-year term, plus the Governor appoints a Chairman from the state at-large to serve at the Governor's pleasure. The new appointments will need to be confirmed by the Senate and actions taken by the Board will then be ratified after confirmation.

Recently-appointed Chairman Winder asked out-going Chairman Smith to act as chairman of the July 6-7 meeting. Since the Governor's appointed chairman cannot vote, except to break a tie, Chairman Winder abstained on all votes.

The Board meeting and District 4 Board tour officially began when the group boarded a Trans IV bus in Twin Falls at 6:15 AM on Thursday, July 6, 1995 to tour District 4. The following were present:

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

Ray Houston, Legislative Services Office, was also present. The group departed Twin Falls and traveled I-84 east to Burley.

Delegation - Mini-Cassia Transportation Committee. Former Governor John Evans, Vice Chairman of the Committee, thanked the Board members for coming to Burley to meet with the Mini-Cassia Transportation Committee. He provided background information on the Committee and reviewed their project priority list. Some of those projects include replacing the Burley Overland Bridge (currently scheduled in FY97); SH-27, Burley to Paul and SH-27,

July 6, 1995

Burley to Oakley (both scheduled for rehab in FY98); SH-25, Cameron's Corner intersection (scheduled for redesign and construction in FY2000); and the Burley Intersection at Main and Overland, which is now under construction. In conclusion, he expressed appreciation to the District 4 staff for its support and the good working relationship between the Committee and District.

Representative Jim Kempton asked the Board to consider a project on SH-77, Albion to Conner's Corner. The road is narrow, and the grade especially needs some work. He also mentioned the legislative interim committee that will be holding meetings throughout the state this summer and fall. He encouraged the Committee members to attend those meetings and relay their transportation needs and concerns.

The road conditions in the City of Rocks area are a concern to the local officials. Cassia County Commissioner Lyle Woodbury asked for help because of their low revenue and extensive needs.

Senator Denton Darrington thanked the Board for recent projects in the area. He said the Board has supported the Committee with good, necessary projects and also expressed appreciation to the Board members for being receptive and listening to the legislators.

Acting Chairman Smith enlisted the Committee's help by participating in the interim committee meetings. The Board thanked the group for the informative presentation.

After viewing projects in the Burley area, the Board traveled I-84 west to US-93. While traveling north on US-93, the Shoshone South project was viewed. The group stopped in the District 4 Office in Shoshone to tour the facilities and visit with employees. The Board also met informally to discuss procedures.

The tour continued on US-26 west to Gooding, then SH-46 south. At Wendell, the group traveled on a county road south to the Clear Lake Grade project. Representative Doug Jones viewed the grade with the Board. Representative Jones traveled into Twin Falls with the group, via US-30 east, where they picked up Twin Falls City Engineer Gary Young and Chamber of Commerce Director Kent Just. The city representatives related the growing traffic concerns while the Twin Falls alternate route was traveled. The tour ended in Twin Falls.

WHEREUPON the Board meeting recessed at 4:40 PM.

July 7, 1995

The Transportation Board meeting reconvened at 8:00 AM on Friday, July 7 in Room 115 of the Shields Building at the College of Southern Idaho in Twin Falls. All members were present. Senator Laird Noh was also present for part of the meeting.

July 7, 1995

June 14-16, 1995 Board Minutes. The minutes of the Board meeting held on June 14-16, 1995 were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:  
 August 23-25, 1995 - District 5  
 September 18-19, 1995 - Boise  
 October 16-17, 1995 - Boise

Consent Calendar. Member Mitchell made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution.  
 RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves  
 TB95-16 the following items on the consent calendar: highway bids; highway access control map; recommended roadway width map; summary of pending legal cases; and the professional agreements report.

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

ST-5110(626), STKP-1599, and STKP-1580, keys 5898, 6046, and 5609 - Jct. SH-1, South; Bonners Ferry Stockpile; and Copeland Junction Stockpile; US-95 and US-2, Boundary County, District 1. Low bidder: Inland Asphalt Company, Spokane, Washington - \$842,222.00.

STKP-4594, STKP-4599, and STKP-4593, keys 5509, 5514, and 5508 - Stockpiles at Fairfield, Russian John, and West Hill City; Camas and Blaine Counties, District 4. Low bidder: Walker Sand and Gravel Ltd. Company, Bellevue, Idaho - \$169,965.00.

ST-6450(615), key 5145 - Jct. SH-28 to Terreton - Hamer Road; SH-33, Jefferson County, District 6. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$1,206,994.90.

STKP-6734 and STKP-6735, keys 6126 and 6127 - Dubois Yard, Clark County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$89,285.00.

ST-5110(624), key 5878 - Sandpoint Streets, US-95, Bonner County, District 1. The low bid was more than 25 percent under the engineer's estimate, requiring justification. The bid price for rotomilling was the largest difference, followed by mobilization. Also, the fact that this project was advertised early in the spring most likely accounts for the excellent prices that were received. Based on this analysis, the overall unit bid prices appear reasonable in relation to the low bidder and the district recommends that approval be granted to award this project.

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The Board concurred with staff's recommendation to award this project. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$462,851.69.

ST-3270(608), key 5888 - Intersection Deinhard Lane, McCall, SH-55, Valley County, District 3. Low bidder: Thorco, Inc., Coeur d'Alene, Idaho - \$71,580.00.

STPG-RRP-7922(100), key 4642 - F and 6th Streets, Rupert, Minidoka County, District 4. Low bidder: Walton, Inc., Heyburn, Idaho - \$145,823.24.

STP-7316(101), key 5938 - Holmes Ave., Yellowstone to Iona Road, US-20B, Bonneville County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$248,611.40.

ST-1490(605), key 6157 - Downey to Virginia, US-91, Bannock County, District 5. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$819,732.55.

ST-1530(602), ST-1530(604), and ST-1530(606), keys 5347, 5910, and 6144 - St. Charles to Bloomington, Bloomington to Paris, and Paris to Ovid, US-89, Bear Lake County, District 5. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$1,748,460.75.

STM-1786(602), STM-1480(602), and STM-1786(601), keys 5775, 5261, and 5774 - Tincup Summit to Wyoming Line, Alexander Railroad to Soda Creek, and Hubbard Corrals to Wayan, SH-34, and US-30, Caribou County, District 5. Low bidder: Kloefer Inc., Paul, Idaho - \$317,343.37.

2) Highway Access Control Map. Changing SH-48, Jct. I-15 at Roberts to Jct. US-26 at Ririe, from a standard approach policy to partial control, type 1, due to increase in growth in the area, was the only revision to this map.

3) Recommended Roadway Width Map. The following revisions were made to this map: SH-87, Jct. US-20 to Montana State Line, changed from 36 feet to 34 feet; SH-48, Jct. I-15 at Roberts to Jct. US-26 at Ririe, changed from 28 feet to 34 feet; and SH-28, Salmon to Baker, changed from 28 feet to 34 feet.

4) Summary of pending legal cases.

5) Professional agreements report. Payments for engineering consultant agreements amounted to \$311,882.85 during June 1995 and general consultant agreements equalled \$35,571.00 for a grand total of \$347,453.85.

Authority to Condemn, STP-F-3271(033), Key 2027, Parcel 6, SH-44/55, District 3. Vice Chairman Mitchell made a motion, seconded by Member Combo, and passed unanimously, to approve the following resolution.

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RES. NO. WHEREAS, the Transportation Department has scheduled for construction  
TB95-17 beginning September, 1995 a roadway to transport vehicles, goods, and people  
around the City of Eagle, and this is called the Eagle Alternate Route; and

WHEREAS, a total of 1.87 acres of the 3.25 acre parcel 6, key 2027, a  
privately owned, unimproved piece of land, is needed for the project; and

WHEREAS, two appraisals were obtained by ITD on the land needed for the  
project and the reviewed fair market value is \$83,000, and the owners won't  
accept less than \$290,000, and negotiations are at an impasse.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board  
authorizes the Chairman of the Idaho Transportation Board to issue an Order of  
Condemnation on the subject property.

Authority to Condemn, STP-F-3271(033), Key 2027, Parcel 38, SH-44/55, District 3.  
Vice Chairman Mitchell made a motion, seconded by Member Combo, and passed  
unanimously, to approve the following resolution.

RES. NO. WHEREAS, the Transportation Department has scheduled for construction  
TB95-18 beginning September, 1995 a roadway to transport vehicles, goods, and people  
around the City of Eagle, and this is called the Eagle Alternate Route; and

WHEREAS, 4.85 acres of the 16 1/2 acre parcel 38, key 2027, a privately  
owned, improved piece of land, is needed for the project; and

WHEREAS, two appraisals were obtained by ITD on the land needed for the  
project and the reviewed fair market value is \$130,530, and the owners won't  
accept less than \$975,000, and negotiations are at an impasse.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board  
authorizes the Chairman of the Idaho Transportation Board to issue an Order of  
Condemnation on the subject property.

Authority to Condemn, STP-F-3291(028), and STP-E-6743(100), Keys 2623 and 5547,  
Parcels 2/5 and 8, SH-21, District 3. Vice Chairman Mitchell made a motion, seconded by  
Member Combo, and passed unopposed, to approve the following resolution.

RES. NO. WHEREAS, the Department has begun construction of the Interstate 84 to  
TB95-19 Diversion Dam, Stage II project which will link I-84 at the Gowen Road  
Interchange with State Highway 21 near Diversion Dam; and

WHEREAS, a total of 23.9 acres of the total 26.4 acres of parcel 2/5, keys  
2623 and 5547, a privately owned, unimproved piece of land, is needed for the  
project; and

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WHEREAS, a total of 3.5 acres of the total 120 acres of parcel 8, key 2623, a privately owned, unimproved piece of land, is also needed for the project; and

WHEREAS, appraisals were obtained by ITD for the subject properties and the reviewed fair market value is \$152,455, and the owner has no appraisal and will not accept less than \$705,000, and negotiations are at an impasse.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes the Chairman of the Idaho Transportation Board to issue an Order of Condemnation on the subject property.

Authority to Sell Property Valued Over \$150,000, IR-84-2(041)50, Key 5123, Parcel 118R, I-84, District 3. The subject parcel, 4.8 acres, was purchased in 1991 by the Department to control access to Overland Road in the Cole/Overland interchange off-ramp area in Boise. This removed all access to the subject parcel. The cost to purchase the property was \$939,000. The property has been used as a staging area for Nelson Construction, the major contractor on the Cole/Overland Interchange project. The contractor has the right to occupy the property for this purpose until January 1, 1997.

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

RES. NO. WHEREAS, the Transportation Department in 1991 purchased parcel 118, key  
TB95-20 5123 in order to control access from Overland Road onto the Cole/Overland interchange off-ramp area; and

WHEREAS, access to this property is now available from the commercial frontage road which was recently constructed; and

WHEREAS, several individuals have expressed an interest in purchasing this 4.737 parcel, and the appraised value without access to Overland Road is \$465,000; and

WHEREAS, sale of the subject property would be through public auction with the appraisal establishing the minimum amount acceptable.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes sale of the subject property for an amount not less than \$465,000.

Delegation - Greater Twin Falls Area Transportation Committee (GTFATC). Kent Just provided background information on the Committee and its establishment. He reported that the GTFATC works closely with District Engineer Van Over and the Committee appreciates the good working relationship with the District. Twin Falls is the trade, education, entertainment and medical center for close to 200,000 people in the surrounding counties, according to

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Mr. Just. Additionally, a major highway, US-93, goes through the city. He stressed the increased traffic in the area.

Dale Riedesel, GTFATC Vice Chairman, thanked the Board members for the time, effort and money they have provided to the Magic Valley over the years. He believes the currently-programmed projects will be beneficial to the area. One of the Committee's biggest concerns is Blue Lakes Boulevard, although the Twin Falls alternate route will help alleviate some of this traffic. He urged the Board to consider long-range solutions such as continuing SH-74 to US-30 east of the current connection, and an additional Snake River Canyon crossing.

Gary Young commended the District 4 staff for its assistance and cooperation in working with the Committee. Twin Falls is growing, creating more traffic. The city is working on both its short-term and long-term transportation plans. Mr. Young mentioned some of the city's current projects, including channelization, signalization, and development of parallel corridors. He concluded by thanking the Board members for their time.

Because of the number of state highways in the Twin Falls area, Acting Chairman Smith asked the Committee what the paramount problems are on the state system. Mr. Riedesel said the Perrine Bridge and the Pole Line/Blue Lakes Boulevard intersection. Mr. Just added that the I-84/US-93 interchange is also a concern. Traffic in that area will continue to increase with the planned developments. Mr. Just realizes the Department does not have enough money to take care of all of the roads and bridges, let alone launch massive new projects. He suggested using local option taxes to pay for needed improvements and expressed his support for ITD's efforts.

Acting Chairman Smith announced the legislative interim committee would be meeting in the area later this summer or fall and encouraged the GTFATC members to attend the meetings and relay their needs and concerns, as well as suggestions for alleviating transportation problems. The Board members thanked the Committee for its presentation and said the projects and requests will be considered in September at the Highway Development Program update.

Jim Vining, Trans IV Director, was in attendance. Acting Chairman Smith thanked Mr. Vining for providing transportation for yesterday's tour.

Approval of FY96 Spending Plan for Office of Highway Safety (OHS). Last year the Board approved a three-year plan that identified Idaho's traffic safety issues and trends. However, since grant funds are awarded only on a yearly basis, the Department must still submit an annual spending plan that identifies specific grants to be implemented.

A draft of the FY96 spending plan was developed and distributed earlier to the Board for its review. The Idaho Traffic Safety Commission reviewed the plan in June and recommended approving the projects as presented.

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Highway Safety Manager Bishop presented an overview of the highway safety grant program, and advised the Board of recent congressional action with regard to the possible repeal of the motorcycle helmet requirements of Section 153. If enacted, OHS will prepare a revised project list for submission to the Board.

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

RES. NO. WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991  
TB95-21 provides that each state shall have a highway safety program designed to reduce traffic accidents 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 23 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 FY 1995-1997 HSP on June 10, 1994, and the Transportation Board approved the recommended plan on June 21, 1994; and

WHEREAS, a spending plan for FY 1996 has been developed which conforms to the administrative and programmatic requirements of 23 USC 402, 408 and 153; and

WHEREAS, the Idaho Traffic Safety Commission recommended approval of the proposed FY 1996 spending plan on June 15, 1995;

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board directs staff to submit the plan by August 1, 1995, to the Federal Highway Administration and the National Highway Traffic Administration for approval to implement projects beginning on October 1, 1995.

*BE IT FURTHER RESOLVED*, that the Transportation Board directs staff to implement Idaho's Highway Safety Grant Program for FY 1996, once federal approval has been received.

Local Rail Freight Assistance Project - Eastern Idaho Railroad, Key RR61, District 6.  
At the January Board meeting, the Board approved the application to the Federal Railroad Administration for FY95 Local Rail Freight Assistance rail rehabilitation projects on the West Belt Branch of the Eastern Idaho Railroad and the Payette Branch of the Idaho Northern and Pacific Railroad. This program is designed to preserve essential rail lines that have suffered

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from deferred maintenance and where the infusion of rehabilitation funds helps prevent the line from abandonment. However, the FY95 funds already appropriated were approved for rescission by the US House but restored by the US Senate, and the Conference Committee split the difference.

Idaho received approval for \$320,148 in FY95 Local Rail Freight Assistance funds for a Phase I rehabilitation project on the West Belt Branch of the Eastern Idaho Railroad. Phase I will total \$457,354, with the \$137,206 non-federal share provided by the railroad. The major item of work will be crosstie replacement and resurfacing for the first six miles, enabling the railroad to improve safety and to increase operating efficiency by increasing track speeds. District 6 will provide construction engineering, with program management activities coordinated by the Transportation Planning Division.

Eastern Idaho Railroad President Mike Klaus stressed the economic benefits of this project. Not only will the railroad be more efficient, but this project will enable it to provide better service to its customers.

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

RES. NO. WHEREAS, the Idaho Transportation Department has submitted a successful  
TB95-22 Local Rail Freight Assistance Project application to the Federal Railroad  
Administration; and

WHEREAS, the Federal Railroad Administration has granted ITD \$320,148 in Fiscal Year 1995 Discretionary Funds for rehabilitation of the West Belt Branch of the Eastern Idaho Railroad; and

WHEREAS, the Phase I rehabilitation project on the West Belt Branch will consist primarily of crosstie replacement and will cost \$457,354, of which the railroad will provide the \$137,206 non-federal share; and

WHEREAS, the implementation of this project will help preserve rail service on the West Belt Branch.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the Phase I rehabilitation project on the West Belt Branch of the Eastern Idaho Railroad and authorizes the staff to negotiate, execute and implement a construction agreement with the Eastern Idaho Railroad.

Mr. Klaus thanked the Board members for approving the project and expressed his appreciation for their assistance and support.

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Proposed State Highway System Addition of STC 3804 (Grand View to Mountain Home Air Force Base Road), District 3. At the May 1995 Board meeting, staff was requested to do a complete evaluation of STC 3804 after a preliminary evaluation of the route showed that it might score over the minimum 70 points required for consideration for state highway system addition. The result of the route analysis was 78 points out of a possible 100. A perfunctory evaluation of the impact to the Department's maintenance resources if this route is added to the state system was also completed.

Transportation Planning Administrator Ray Mickelson outlined the Board policy regarding additions and deletions to the state system. He pointed out that the policy does not address what routes should be removed if a portion is added--or a trade-off factor, nor the impact on ITD as far as maintenance costs for the additional mileage. The Mountain Home Highway District officials have been contacted regarding a possible mileage trade, but no agreement has been reached.

Bill Robins, Mountain Home Highway District Chairman, reiterated that this request is an old issue. In the mid 1970s the Transportation Board was approached about possible inclusion of this route on the state system. Since that time, the Highway District has brought the road up to state standards. He added that landowners have been cooperative and have donated right-of-way for road projects when necessary. Commissioners Marv Robinson and Erin Lord and Road Foreman Fred Perez were also present.

Chairman Winder questioned the anticipated maintenance cost to the Department. Chief Engineer Ross believes those numbers are accurate, as the District's maintenance forces are currently stretched to the limit.

This road is a very important farm to market route, according to Senator Claire Wetherell. Because of the heavy use, she urged the Board to help the local officials.

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

RES. NO. WHEREAS, the Mountain Home Highway District Commissioners have  
TB95-23 requested the Grand View to Mountain Home Air Force Base Road, STC 3804, be added to the state highway system; and

WHEREAS, in accordance with Board Policy B-09-06, State Highway System Additions and Removals, Transportation Department staff has completed an evaluation of the route, and the result of the analysis is a total score of 78 out of a possible 100 points; and

WHEREAS, Department staff has completed a preliminary estimate of additional maintenance costs to ITD if this route was added to the state system.

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*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board:

1. accepts staff's evaluation of the route with a point factor of 78;
2. directs staff to refine the additional maintenance costs to the Department if this road was added to the state system;
3. directs staff to meet with the Mountain Home Highway District officials to balance the financial load of the state acquiring this mileage (including the possibility of trading mileage or contracting some of the maintenance activities); and
4. directs staff to analyze the other routes that have been requested for addition to the state highway system which scored more than 78 points.

Senator Wetherell thanked the Board for its consideration of adding this route to the state system. She also welcomed the four new members to the Board and expressed appreciation for the job the Transportation Board does. Representative Robbi King was also present.

Proposed ITD Legislation for 1996. The Board reviewed the proposed legislation, including the concept and fiscal impact, which staff recommends be submitted to the Idaho Legislature in 1996. Upon Board approval, the forms will be submitted to the Division of Financial Management for review and approval. Draft legislation will be prepared by staff for the approved ideas and will be presented to the Board at the September meeting.

Staff is requesting legislation to modify Section 40-310(12) and 40-313(1), Idaho Code, to exclude ITD from the responsibility for erection of signs beyond the right-of-way of the state highway system. Member Combo believes the local entities will oppose this legislation. He questioned the burden to the Department for this responsibility versus the safety of the traveling public. Acting Chairman Smith realizes it could put a big burden on staff to check all intersections and local roads to ensure the signs are up.

Member McClure reiterated Member Combo's concerns on safety for the traveling public, but believes it would be time-consuming and costly for Department staff to be responsible for the signs currently off the state highway right-of-way.

Member Miller made a motion, seconded by Member McClure, to approve the following resolution. The motion passed 5-1 with Member Combo dissenting because of his concern for safety.

RES. NO.      WHEREAS, the Governor's Office (Division of Financial Management) has  
TB95-24      requested that all state agencies submit ideas for proposed legislation to their  
                 office for review; and

WHEREAS, the Idaho Transportation Department staff has prepared Legislative IDEA Submittal Forms and Supplemental Questionnaire Forms for the legislative idea to amend Idaho Code 40-310(12) and 40-313(1) to exclude ITD responsibility for signing beyond the State Highway System.

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*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves submission of this legislative idea form to the Division of Financial Management for their review and approval.

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

RES. NO. WHEREAS, the Governor's Office (Division of Financial Management) has  
TB95-25 requested that all state agencies submit ideas for proposed legislation to their office for review; and

WHEREAS, the Idaho Transportation Department staff has prepared Legislative IDEA Submittal Forms and Supplemental Questionnaire Forms for the legislative idea to amend Idaho Code Title 49, Chapter 1, to provide a definition of "out of service order" and to amend Chapter 3 to add disqualification and penalties for persons who drive commercial vehicles after being placed out of service.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves submission of this legislative idea form to the Division of Financial Management for their review and approval.

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

RES. NO. WHEREAS, the Governor's Office (Division of Financial Management) has  
TB95-26 requested that all state agencies submit ideas for proposed legislation to their office for review; and

WHEREAS, the Idaho Transportation Department staff has prepared Legislative IDEA Submittal Forms and Supplemental Questionnaire Forms for the legislative idea to amend Idaho Code Sections 49-434 and 49-1004 to increase the fees charged to overweight nonreducible vehicles and/or loads traveling on the state highway system.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves submission of this legislative idea form to the Division of Financial Management for their review and approval.

Draft FY97 Department Budget. Budget, Policy, and Intergovernmental Relations Manager (BPIRM) Mary Detmar outlined the recent reorganization changes in the Department and the separation of the budget and accounting functions. She also summarized the budget process.

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The Board reviewed the draft FY97 Department budget showing projected revenue and expenditures. Estimated expenditures are being refined and program enhancements, beyond the FY96 base operating costs, are under development. Staff will present the entire FY97 budget for Board review prior to submitting it to the Governor in September. That presentation will include detailed funding amounts for each area of the Department.

Acting Chairman Smith expressed appreciation to BPIRM Detmar and her staff for their efforts in the new budget process.

Request for Increased Surface Transportation Program (STP)-Enhancement Funds, STP-1530(100), Key 5550, US-89, District 5. The National Oregon Trail Museum, Incorporated (NOTMI) is requesting an increase in federal STP-Enhancement funds for the historical transportation museum project at the junction of US-89 and US-30 in Montpelier. This project was approved by the Board in February 1993 for FY94 in the amount of \$2,155,000 total costs, or \$855,000 federal share. Board policy required a 20% non-federal participation for this project, however, NOTMI anticipated being able to raise 60%, more than the minimum required amount of matching funds.

The project, currently scheduled for contracting in FY95, is ready for Plan, Specification and Estimate submittal and the engineer's estimate is prepared. The total cost of the project is now \$3,270,000 but NOTMI is \$1,327,000 short of full funding. NOTMI representatives met with ITD staff and proposed reducing the total cost of the project to \$2,176,000, leaving a shortage of \$233,000.

The Board members viewed a brief video on this project, including history of the Oregon Trail, information on the traffic in the area, and details of the museum.

Jerry Myers, architect, said the cash flow has been less than expected, although more funds have been pledged. He added that the project is ready to be advertised and bid, and they would like the museum to be open by June 1996. Montpelier Mayor George Lane said the city has donated prime land for this project. Noel Lyman, NOTMI and Economic Development representative, believes this project would be an incredible catalyst for the economic benefits to the area.

Acting Chairman Smith informed the delegation of the current Board Policy that states costs in excess of the Board-approved project amount are the responsibility of the local project sponsor, unless the Board approves additional funds up to \$30,000. He added that the museum is a good project, but the Department is strapped for money for its highways. Vice Chairman Mitchell expressed his support to help smaller communities economically, when feasible. Chairman Winder echoed those thoughts and questioned if the community could come up with half of the additional funds requested.

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

RES. NO. WHEREAS, the Transportation Board approved an historical transportation  
TB95-27 museum project in Montpelier for FY94 in the amount of \$2,155,000, with the federal share being \$855,000, or 40%; and

WHEREAS, the National Oregon Trail Museum, Incorporated is ready to advertise this project, but is \$233,000 short of the required funds and is requesting additional federal funds.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board directs Department staff to explore all funding options and report back to the Board.

Status Report on Malad Gorge Rest Area/Interpretive Center, Key 3711, District 4.  
DE Van Over provided background information on the Malad Gorge Rest Area. This Enhancement project, programmed for \$4,450,000, in FY98, is a joint project with the Department of Parks and Recreation. An agreement between the two Departments is being finalized. Funding limitations are included in the agreement because of the uncertainty of federal funds. The Intermodal Surface Transportation Efficiency Act expires in 1997, and it is not known what federal transportation legislation will follow. Additionally, Parks and Recreation goes to the legislature every year for funding, so the funds for this project have not been secured.

Parks and Recreation Development Planner Jim Thomas showed a drawing of the proposed rest area and interpretive center. A trail system will be designed.

Director Bower mentioned that additional access to the interstate will need to be developed. Another agreement with Parks and Recreation will be written for maintenance of the rest area/interpretive center, according to DE Van Over.

Status of Big Wood River Bridge at Greenwood, Key 3305, SH-75, District 4.  
Background information on this project was provided by DE Van Over. Because of proposed development on Greenhorn Gulch Road, this project was programmed in FY98 for \$2,100,000. The developer has signed an agreement stating they will be responsible for project development, acquiring necessary right-of-way, and meeting federal requirements on environmental issues.

Director's Items. Director Bower outlined Senate Bill 440, the National Highway System (NHS), including provisions to repeal the motorcycle helmet legislation, repeal of crumb rubber legislation, stipulation that Surface Transportation Program and/or Congestion Mitigation/Air Quality funds could be used to fund Amtrak, repeal of the national maximum speed limit, and prohibition of new demonstration funds. If the NHS is not approved by

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September 30, 1995, funding for the NHS and interstate programs will cease. This will mean a loss of approximately \$51 million for Idaho.

The Idaho Highway Needs Assessment Study Update has been finalized.

The Department's Strategic Plan is being published. Director Bower commended staff for the excellent job on this plan. This Plan includes external issues and challenges. A number of internal issues and challenges were also identified, but not included in the Strategic Plan. These internal items will be looked at separately and resolved. He added that performance plans will be tied to the Strategic Plan.

All resurfacing projects funded by the FY95 supplemental \$10 million have been advertised and awarded. The projects totaled approximately \$9 million, so staff will present an additional resurfacing project(s) to the Board to utilize the remaining money.

Several letters have been received from Governor Batt and Micron Technologies, Inc. regarding a new interchange, approximately two miles southeast of the current Gowen Interchange on I-84.

The Board members expressed support for the Governor's leadership to help resolve the traffic issues surrounding the Micron site in Boise. Vice Chairman Mitchell made a motion, seconded by Member McClure, and passed unanimously, to adopt the following resolution.

RES. NO.      WHEREAS, the Transportation Board, having received a letter dated July 3,  
TB95-28      1995, from Governor Batt with respect to expansion projects in and around the  
Micron Technology, Inc. facility in east Boise; and

WHEREAS, said letter highlights the Governor's leadership on the economic benefits to the people of the State of Idaho of Idaho's commerce and industry coupled with enhancement of Idaho's infrastructure capacity; and

WHEREAS, said letter highlights Micron's willingness to participate in the funding of the project and notes that "such a joint partnership between the public and private sectors may set an example and pave the way towards other cooperative efforts which will allow us to leverage the state's limited funding for even greater benefits;" and

WHEREAS, this Board, at its June 1995 meeting in Idaho Falls, adopted a Resolution (#TB95-15) authorizing the Director, Dwight Bower, to continue to meet with Micron officials to reach a public/private partnership mutual agreement in a form suitable for consideration by the Micron Board and the Idaho Transportation Board, particularly as to access to I-84 near Isaac's Canyon.

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*NOW THEREFORE BE IT RESOLVED*, that the newly augmented Transportation Board affirms said Resolution and directs the Board's Secretary, Sue Higgins, to forward a copy of this Resolution and Resolution #TB95-15 to the Governor and Micron, with an accompanying letter which also describes the I-84 on- and off-ramp expansion at the Gowen Road Interchange authorized by the Board and scheduled for construction in the summer and fall of 1995; and

*BE IT FURTHER RESOLVED*, that Director Bower report to the Board at its next meeting - or in the interim should the proposed agreement be ready for both Boards' consideration - the status of said negotiations; and

*BE IT FURTHER RESOLVED*, that the Board place the project in the FY95-99 Highway Development Program in Preliminary Development in the National Highway System Program.

The Board members expressed appreciation to DE Van Over, ADE Malone, and district staff for the tour and meeting. Thanks was also given to Ray Houston for attending the two-day meeting and for his interest in and support of the Transportation Department.

Acting Chairman Smith welcomed the four new members to the Transportation Board. Chairman Winder thanked the previous three-member Board for its support and encouragement.

WHEREUPON the Board meeting and tour of District 4 officially ended at 4:25 PM.



CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
August 24, 1995  
Pocatello, Idaho

July 7, 1995

REGULAR MEETING AND DISTRICT FIVE TOUR  
OF THE IDAHO TRANSPORTATION BOARD

August 23-25, 1995

The Board meeting and District 5 Board tour officially began at 1:30 PM on Wednesday, August 23, 1995 in the District 5 conference room in Pocatello. The following were present:

Chuck Winder, Chairman  
Mike P. Mitchell, Vice Chairman - District 2  
John McHugh, Member - District 1  
Monte C. McClure, Member - District 3  
Leon E. Smith, Jr., Member - District 4  
Neil Miller, Member - District 5  
John X. Combo, Member - District 6  
Sue S. Higgins, Secretary to the Board  
Dwight Bower, Director  
Jim Ross, Chief Engineer  
Brent Frank, District 5 Engineer

Senator Lin Whitworth was also present for most of the work session.

Work Session on the Draft FY1996 to FY2000 Highway Development Program. Highway Programs Manager (HPM) Dave Amick provided background information on the process of updating the Highway Development Program as part of the Statewide Transportation Improvement Program (STIP). The public involvement process was reviewed, with emphasis on the process being District oriented and on-going. HPM Amick reported that the metropolitan planning organizations and other agencies have been involved in the update, and he expressed appreciation for the cooperation of these entities. He gave the Board an overview on funding before the State-funded program was reviewed.

The Board recessed at 5:45 PM then reconvened at 7:30 PM.

Work Session on FY97 Budget. Budget, Policy, and Intergovernmental Relations Manager Mary Detmar and Senior Budget Analyst Joel Drake presented the Board with the proposed budget for FY97. FY95's actual expenditures were also provided. Staff's intent is to present the final budget to the Board for approval at its September meeting.

Work Session on Highway Development Program, Continued. The review of the draft Highway Development Program continued with the federal-aid programs. HPM Amick and Senior Transportation Planner Renee' Iverson led discussions on the following programs:

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Interstate Maintenance, National Highway System, Surface Transportation Program (STP) - State, STP - Local, STP - Local Urban, STP - Safety, STP - Enhancement, Congestion Mitigation/Air Quality, Bridge Development, Demonstration, Indian Reservation Roads, and Parkways and Park Highways.

WHEREUPON the Board meeting recessed at 9:30 PM.

August 24, 1995

The Transportation Board meeting reconvened at 8:00 AM on Thursday, August 24 in the District 5 conference room. All members were present. Senator Whitworth was also present for part of the meeting.

July 6-7, 1995 Board Minutes. Member McHugh made a motion, seconded by Member Combo, to approve the minutes of the Board meeting held on July 6-7, 1995. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:  
September 18-19, 1995 - Boise  
October 16-17, 1995 - Boise  
November 8-9, 1995 - Boise

Memorandum of Understanding with the Attorney General's Office. Senate Bill 1217, passed during the 1995 legislative session, consolidated all state-employed attorneys under the Office of the Attorney General. The Board members reviewed the memorandum of understanding (MOU) between the Transportation Department and Attorney General's Office, as well as a draft MOU that Member Smith wrote as Chairman prior to July 1. Several issues from that draft were omitted in the final MOU.

Discussion followed on the establishment of lead counsel. The Attorney General's Office has verbally agreed to consult with the Board before appointing lead counsel. Verbal agreement has also been given that the current ITD attorneys would remain in classified positions. Chairman Winder will discuss the MOU and lead counsel issue with Attorney General Lance, as well as clarification of the fees the Department is to pay.

Proposed I-84 Interchange at Isaac's Canyon, District 3. The Board members discussed a letter of intent with Micron Technology, Inc. to construct a new interchange along I-84 southeast of Boise. Micron has agreed to pay \$5,000,000 or 50 percent of the cost of the project, whichever is less. This contribution includes the design of the interchange, the environmental evaluation, and the acquisition of the required private property.

ITD will coordinate the bidding, contracting, construction and purchase of required public lands, plus manage the process for obtaining federal interstate access approval. This is

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the first public/private interstate construction partnership and the largest single contribution of a corporation to the state highway system in Idaho's history. Construction is expected to begin in spring 1996, although the schedule is dependent upon receiving federal funds, interstate access approval, and the timely completion of the engineering, design, land acquisition and environmental study.

Member Smith voiced his support for this project, but added concern with the fact that the exact location was never discussed. He believes the Board should have input on the location. Member Combo questioned the realistic time frame of constructing this interchange next year.

Director Bower said those concerns are being addressed in the agreement that is being prepared. He provided copies of the draft agreement for the Board members and asked that they submit their comments and concerns on the draft back to him.

Member McHugh made a motion, seconded by Member Combo, to table this item. The motion passed unanimously. See later minute entry on this issue.

Aeronautics Advisory Board (AAB) Membership. Pete Hill has submitted his resignation as an AAB member. Member Combo shared some comments from Mr. Hill, including the need to have an aviation plan to the year 2001 or 2006; the Division is not receiving its fair share of federal funds; Idaho needs an Aeronautics Sciences program at one of the state universities; and the need to revisit the airport loan process and reserve accounts.

Director Bower said the role of the AAB, the Aeronautics Division, the Transportation Board, and ITD needs to be evaluated.

Consent Calendar. Vice Chairman Mitchell made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:  
 RES. NO. *NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves  
 TB95-29 the following items on the consent calendar: highway bids--with the exception of keys 4483, 5466, 5701, and 6071; report on current fiscal year program obligations; annual report on motor vehicle audits; the FY95 out-of-state travel report; and the professional agreements report.

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

ST-4110(629), key 6002 - Sweet and D Street Intersections, US-95, Moscow, Latah County, District 2. Low bidder: Thorco, Inc., Coeur d'Alene, Idaho - \$221,211.50.

ST-4170(613), key 6152 - Little Potlatch Creek Bridge to Kendrick, SH-3, Latah County, District 2. Low bidder: Gordon Paving Company, Inc., Burley, Idaho - \$502,195.84.

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NH-4110(105), key 5928 - White Bird Grade, US-95, Idaho County, District 2. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$997,563.77.

RA-2-3, key R203 - Sheep Creek Rest Area, US-95, Idaho County, District 2. Low bidder: David and Victoria Baker, Homedale, Idaho - \$64,999.92.

STM-84-1(519)1, key 6170 - Oregon State Line to Blacks Canyon Interchange, I-84, Payette County, District 3. Low bidder: Gordon Paving Company, Inc., Burley, Idaho - \$380,480.00.

STM-3260(604), key 5804 - Jct. SH-16 to Emmett north city limits, SH-52, Gem County, District 3. Low bidder: Idaho Sand and Gravel Company, Inc., Nampa, Idaho - \$184,851.13.

STP-3330(100), key 5936 - Jct. SH-44 to MP 9.0, SH-16, Ada and Gem Counties, Dist. 3. Low bidder: Idaho Sand and Gravel Company, Inc., Nampa, Idaho - \$1,096,594.30.

BRF-3290(100), key 5160 - Spencer's Cabin Bridge, SH-21, Boise County, District 3. The low bidder was more than ten percent over the engineer's estimate, requiring justification. The items that made up the major difference were clearing and grubbing, granular borrow, concrete guard rail, excavation, prestressed stringer, and construction and removal of the detour. The engineer's estimate was derived from the Average Unit Price Report, which did not reflect the overall increase in almost all items indicated by the contractor's bid. The remote site with difficult access and tight working area all appear to have contributed to prices higher than anticipated. Staff does not believe there is an advantage to rebidding the project and recommended awarding this bid because the bridge must be built after spring run off and prior to winter to accommodate the detour.

The Board ratified its earlier decision to concur with staff's recommendation and award this bid. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$509,351.25.

STP-3290(101), key 5942 - Ada County Line to MP 21.95, SH-21, Ada and Boise Counties, District 3. Low bidder: Central Paving Company, Inc., Boise, Idaho - \$376,812.00.

ST-3707(603), key 5379 - Sinker Creek, East, SH-78, Owyhee County, District 3. Low bidder: Idaho Sand and Gravel Company, Inc., Nampa, Idaho - \$758,899.25.

STP-F-2360(100), key 3845 - Filer to Jct. US-30/93, US-30, Twin Falls County, District 4. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$3,595,695.15.

ST-2867(601), key 5904 - 100 East Road to I-84, SH-25, Minidoka and Cassia Counties, District 4. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$304,653.00.

UST-61500, UST-61800, and UST-61600, keys 4946, 4945, and 4947 - Ashton, Arco, and Mud Lake; Fremont, Butte, and Jefferson Counties; District 6. Low bidder: Leonard Petroleum Eq., Twin Falls, Idaho - \$145,373.00.

NH-F-1480(102), key 5127 - Main Street to Jct. 34, US-30, Soda Springs, Caribou County, Dist. 5. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$1,541,312.20.

BRS-3740(002), key 4795 - Boise River Bridge, South of Notus, Canyon County, District 3. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$914,764.56.

IM-84-1(030)35 and BHM-7343(001), keys 5361 and 3538 - Interstate bridge repair I-84 and I-184; Boise River Bridge, Fairview; Ada and Canyon Counties; District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The items of major difference are granular borrow, 3/4" aggregate for base, concrete Cl. 40A Sch. 2, painting conc., rem of bridge deck and railing, removal of deck con., and mobilization. As designed, this project required two of the bridges to be completed this year and any work carrying through to next season to be suspended to allow the interstate to function normally through the winter. This would require the contractor to mobilize some equipment more than once. The hydro demolition contractors were not available for additional work this year and could be more competitive next year. The District believes if this project were allowed to be built in a single construction season and with some redesign, a substantial savings from this bid is possible, and therefore recommended rejecting the bids, redesigning the project, and readvertising for bids later this fall.

The Board concurred with staff's recommendation to reject the bids, redesign the project, and readvertise later this year.

ST-3290(615), key 6135 - Gowen Road Interchange Modification, I-84, Ada County, District 3. The low bid was more than ten percent over the engineer's estimate, requiring justification. The source for the engineer's estimate was the Average Unit Cost Report, with the unit cost amounts increased because of the small quantities required to complete this work. Excavation and the rigid concrete guard rail were the items of major difference. These items both include the removal of rock near both the columns of the interstate structures and the Micron plant. Special restrictions were included in this project for the rock removal by explosives which drove the bid prices up as indicated in the bid. There is an urgent need for this work to be done because traffic on the off ramp of the interchange backs up on the mainline of the interstate during shift changes at the Micron facility. Because safety is a major concern, the District recommended awarding this project and getting the work completed as soon as possible.

The Board ratified its earlier decision to award this project. Low bidder: Nelson Construction Company, Boise, Idaho - \$477,004.00.

STPG-RRP-2391(057), key 4438 - Curry Railroad Crossing, Twin Falls County, District 4. The low bidder was more than ten percent over the engineer's estimate, requiring justification. The estimate was based on prices from other roadway projects in the area and the Average Unit

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Price Report. A number of the bid prices were higher than the engineer's estimate, but the major difference was 3/4" aggregate for base. A short contract time (30 days) and a small quantity of base (approximately 3,000 tons) probably contributed to the increased cost. Small increases in several other items could well be the result of the late season and a limited number of contractors that are available for a small project.

The District is of the opinion that rebidding the project would not bring any significant change in the contract bid, and recommended awarding the project. An overriding concern in making an award on this project is the fact that this prime and seal coat work must be done to make a county road available for a detour while the Eastern Idaho Railroad is installing a new crossing at Curry. The railroad has indicated they will be starting this work in September of this year. The railroad crossing must be in place to accommodate construction of the Jct. US/93 project scheduled to start before next spring.

The Board ratified its earlier decision to award this project. Low bidder: P.M.F. Inc., Twin Falls, Idaho - \$105,497.95.

STP-15-1(111)71, key 5548 - Pocatello Creek Interchange Landscaping, Bannock County, District 5. The low bidder was more than ten percent over the engineer's estimate, requiring justification. The estimate was obtained from Pocatello's city engineer's staff, in conjunction with a manufacturer's representative for the underground sprinkler system, where most of the excess bid occurred. The system design was belatedly modified to accommodate anticipated developments at the interchange for the Bannock/Caribou County demonstration congestion relief project, which influenced the relatively late season bid opening. Mobilization was also bid high, which could reflect concern over risk and impact upon the work at the high traffic location. The City and District staff recommended awarding this project.

The Board concurred with staff's recommendation to award this project. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$275,464.25.

STP-1836(101), key 5688 - Intersection Fir Street, Shelley, Bingham County, District 5. The low bid was more than ten percent over the engineer's estimate, requiring justification. The major difference is in the traffic signal installation. The District doubts a significant savings would result from readvertising this project because only one bid was received, and electrical sub-contractors seem in heavy demand currently. The City recommended awarding this bid because of the safety concern, and the District concurred.

The Board concurred with staff's recommendation to award this bid. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$247,368.00.

2) Quarterly report on fiscal year program obligations. At the end of the third quarter, \$65.3 million had been obligated, which was approximately \$40 million under the projected target.

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3) Annual report on motor carrier audits. This report included a history of the Audit Unit since 1982 when the unit became a part of ITD. From July 1982 through June 1994, 10,423 audits were completed on in-state and out-of-state owners. The audits resulted in assessments of \$12,789,523.

4) FY95 out-of-state travel report. The actual number and cost of out-of-state trips taken by Department employees was compared to the amounts budgeted. The Department realized a savings in the travel budget, partly because not all of the budgeted trips were taken, and costs of some trips weren't as high as anticipated.

5) Professional agreements reports. Payments for engineering consultant agreements amounted to \$353,752.01 during July 1995 and general consultant agreements equalled \$131,431.00 for a grand total of \$485,183.01.

Request for Additional STP Enhancement Funds, STP-1530(100), Key 5550, Oregon Trail Museum at Jct. US-30 and US-89, Montpelier, District 5. At the July Board meeting, a request from the National Oregon Trail Museum, Incorporated (NOTMI) Committee for additional Enhancement funds was presented. The additional funds total \$233,000 federal share and will cover a shortfall of cash required to contract the building construction. Staff was instructed to explore all funding options and return the project request to the Board. Ms. Iverson outlined those options and reported on staff's recommendation to increase the Enhancement funds up to an amount which totals \$233,000 when combined with funds acquired by the Committee.

Architect Jerry Myers said the Committee does not have the additional money required, but has received considerable soft match. Montpelier Mayor George Lane reported on the efforts the city is taking on behalf of this project, including removing trees, old sidewalks, and asphalt; relocating playground equipment; installing access roads, curbs, gutters, and sidewalks; and landscaping. Bear Lake County was asked for additional funding, but can only provide soft match such as paving and excavation, according to Gary Griffin, NOTMI representative.

Member Miller believes this project fits the goal of the Enhancement Program and made a motion to approve the resolution authorizing an increase of Enhancement funds up to an amount which totals \$233,000 when combined with funds acquired by the Committee. Member McClure seconded the motion.

Member Smith commended the city on its project. Although he believes the project has merit, he is concerned that approval of this increase would be precedent setting, and that these funds could be spent on highways, circuitously. Vice Chairman Mitchell questioned the status of the project if the bids are higher than anticipated. Mr. Myers believes the project would have to be reduced. He stated some reductions have already taken place and he isn't sure where more savings could be realized.

Chairman Winder said that if the project is bid higher than estimated, the Committee is responsible for the additional cost or for reducing the scope of the project. The Board will not

tender an additional funding request. Mr. Myers agreed to that stipulation. Director Bower requested that such language be included in the resolution. If the bids come in high, Mayor Lane asked for a certain time period after the bids are received to resolve the issue.

Vice Chairman Mitchell reiterated the concern of setting a precedence if the additional funds are approved. If the Committee could reduce costs if the bids come in high, he questioned why reductions couldn't be made at this time.

Member Combo asked if the Department of Commerce has provided any assistance. Mayor Lane stated the city is still paying off a bond from several years ago for a parking lot, therefore, they are not eligible for another grant at this time. Mr. Myers added that the Department of Commerce has been involved with the fund raisers, provided contacts, and attended the Committee meetings. Financial assistance is not available.

The question for adopting the resolution was called. The motion failed by a vote of 2-4. See later minute entry on this subject.

Land Purchase at Henry's Lake Airport. The Aeronautics Division was contacted by Salsbury Corporation concerning land issues at the Henry's Lake Airport. Salsbury Corporation offered to sell to ITD approximately 4.8 acres at a total cost of \$7,245.00.

This purchase would correct the error which resulted in construction of the airport access road on Salsbury property rather than on the easement property acquired from Flying "R" Ranch; allow a squared-off runway end on state owned property; and provide approach protection. The Aeronautics Advisory Board recommended this purchase.

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

RES. NO.      WHEREAS, the Henry's Lake access road was constructed upon Salsbury  
TB95-30      Corporation property rather than on the easement property acquired from the  
Flying "R" Ranch; and

WHEREAS, current property would result in an irregularly shaped runway and loss of vehicle parking; and

WHEREAS, acquisition of the parcel affords approach protection; and

WHEREAS, the Salsbury Corporation has come forward as a good neighbor and willing seller.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Department, Division of Aeronautics, be given authority to purchase from the Salsbury Corporation the 4.83 acre parcel at a cost of \$7,245.00.

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Project STP-1530(100), Key 5550, Oregon Trail Museum at Jct. US-30 and US-89, Montpelier, District 5, Revisited. Vice Chairman Mitchell directed staff to write a letter to the Department of Commerce recognizing ITD's commitment and support for this project. Chairman Winder clarified that the original funds committed to this project are still in place; only the additional funds requested were not approved. The Board previously allocated \$855,000 of enhancement funds for this project.

Highway Bids, Continued. Two bids were received on the Pleasant View Road to McGuire Road Overpass Project, DE-0082(804), key 4483, however, one of the bids was irregular. The Board received a letter of protest regarding the irregular bid, which was due to a minor technicality. The bid bond was on an AIA document A-310, which is the American Institute of Architect's bid bond form. This form includes a condition which could reduce the bonding company's liability to less than the five percent as required by Idaho Code.

Because the irregular bid was the low bid, Member Smith asked if there were no substantive changes or differences on the form, why the Department couldn't accept the bid. Member McHugh stated that the mistake was not done on purpose, but rather, was a clerical error.

Chief Engineer Ross will get more information on this issue.

Poe Asphalt Paving, Inc. was the lone bidder on STM-4110(624), key 5466, Dike Route, US-12, in Lewiston, Nez Perce County, District 2. The low bid was over the engineer's estimate by more than ten percent, requiring justification. The basis of the engineer's estimate was the Average Unit Price Report. Comparison of the bid to the estimate shows two items of significant differences, plant mix leveling course including asphalt, and plant mix seal type PMS-OG, including asphalt and additives. Staff believes the higher than expected bids are the result of the engineer's estimate not including a higher price per ton for rubberized asphalt, higher price for aggregate for the open-graded material, and lower production due to numerous tapers and working under heavy traffic. The district's opinion is that the Average Unit Price Report was too low for this particular situation, and recommended awarding this bid.

Member Smith asked if this project could be re-bid in spring when there is more interest in this project. CE Ross said the project could wait.

Vice Chairman Mitchell said the highway will continue to deteriorate and urged the Board to proceed with this project. He doesn't believe the bids will change significantly if the project is re-bid next spring.

Vice Chairman Mitchell made a motion, seconded by Member Combo, to award this bid. The motion passed 5-1. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$336,611.63.

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Member Smith questioned the two irregular bids received on project STP-CM-7294(100), key 5701. Member Combo expressed concern with the single bidder issue. Member McClure requested that information on irregular bids be included with bid information in the future.

CE Ross said he will get additional information on this bid.

STM-3330(601), key 6071 - MP 9.0 to Emmett, SH-16, Gem County, District 3. The low bidder was more than ten percent over the engineer's estimate, requiring justification. The plantmix was the item of major difference. The engineer's estimate was based on this project being done while other similar work was being done in the Emmett area. The redesigning of this project took time and as a result this project will be built after other pavement work in the Emmett area is complete. To re-advertise this project for next year will not result in any savings as the contractors will complete this type of work in this area this year. The commercial source being in Nampa and the small quantity are reflected in the bid prices. The District recommended awarding this project.

Member Smith voiced concern with the high bids. Because of the busy time of year, he believes re-bidding this project would save the Department money. CE Ross concurred and added that delaying this project shouldn't cause any problems.

Member Smith made a motion, seconded by Member McClure to award this project. By a vote of 2-4, the motion failed.

Work Session on Updating the Statewide Transportation Improvement Program (STIP). Transportation Planning Administrator (TPA) Ray Mickelson outlined the STIP requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. A senior planner will be hired for each district to coordinate the STIP and bring the various modes together.

TPA Mickelson recognized the metropolitan planning organization representatives in attendance: Clair Bowman from Ada Planning Association, and Mori Byington and David Wessel with Bannock Planning Organization. He also acknowledged Joe Haynes, Local Highway Technical Assistance Council Administrator, and commended those entities for their close working relationship with ITD on the STIP. The focus on the STIP update was to make the document user friendly, and to be more sensitive to public involvement.

Larry Falkner, Public Transportation Administrator and Acting Aeronautics Administrator, provided information on the aeronautics and public transportation modes. This included funding, project selection, and determination of needs. TPA Mickelson reviewed the description, needs, funding, and project selection for the bicycle/pedestrian and rail modes.

Director Bower commended staff on the document. He believes it is user friendly and added that FHWA intends to use Idaho's STIP as an example for other states to follow. Mr. Bowman also complimented the Department staff on the improvements made to the STIP.

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Highway Bids, Revisited. CE Ross provided additional information on the bids received on project STP-CM-7294(100), key 5701. The only acceptable bid was the low bid. Two other bids were rejected because of irregularities, including no complete bid schedule, and no acknowledgement of receipt of addendum.

The Board concurred with staff's recommendation to award the bid for key 5701, 21st Street and 17th Street Intersection, Lewiston, Nez Perce County, District 2. Low bidder: Johns Electric, Lewiston, Idaho - \$202,970.00.

CE Ross explained the bond requirements on bids. Idaho Code specifies that five percent of the amount of the bid is to be forfeited if the bidder, upon acceptance of the bid, fails or refuses to enter into a contract within fifteen days after the presentation of the contract by the Department to him for execution and to furnish the required bond. Because the low bidder's bond specified five percent or the difference between the next bid, staff declared the bid irregular and recommended awarding the project to the low acceptable bidder. The Board concurred with staff's recommendation to award DE-0082(804), key 4483, Pleasant View Road to McGuire Road Overpass, Kootenai County, District 1. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$1,198,488.53.

Executive Sessions on Personnel and Legal Issues, Section 67-2345(b) and (f), Idaho Code. At 12:00 noon Member Combo made a motion, seconded by Member Miller, and passed unopposed, to meet in executive session to discuss personnel and legal issues.

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

Scenic Byway Funding for FY95 and FY96 Projects. FHWA has approved supplemental FY95 funding for three additional projects under the Scenic Byways Program. These projects include Sculptured Canyon Interpretive Turnout on SH-75 for \$32,000; Ponderosa Pine Scenic Byway Recreational and Tourist Information Projects along SH-21 for \$125,600; and Yankee Fork Interpretive Center along the Salmon River Scenic Byway, Jct. US-93/SH-75, for \$48,000.

Additionally, five projects have been submitted, but not yet approved by FHWA for FY96 discretionary funding under the Scenic Byways Program. However, the match has not been identified on four of the projects, so staff only requested inclusion of the Clearwater Canyons Corridor Management Plan for a section of US-12 and all of SH-13 for \$64,000 for FY96 funding.

The Board requested additional information on the Payette River Rest Area project along SH-55 proposed for FY96 funding and directed staff to pursue innovative financing options for the FY96 projects.

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

RES. NO.      WHEREAS, Section 1047 of the Intermodal Surface Transportation Efficiency Act of 1991 established a national scenic byways program; and  
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WHEREAS, \$14 million is available nationally for the development, protection, and improvement of state scenic byways; and

WHEREAS, Director's Memorandum No. 14 dated March 21, 1995, established Idaho's Scenic Byways Program and the Scenic Byways Advisory Committee; and

WHEREAS, the Scenic Byways Advisory Committee has reviewed and approved Idaho's Supplemental FY 1995 and the FY 1996 Scenic Byway grant applications; and

WHEREAS, supplemental FY 1995 Scenic Byway funding has been approved by FHWA for three projects as follows: \$32,000 for the Sculptured Canyon Interpretive Turnout on SH-75; \$125,600 for Ponderosa Pine Scenic Byway Recreational and Tourist Information projects along SH-21; and \$48,000 for the Yankee Fork Interpretive Center at the junction of US-93 and SH-75; and

WHEREAS, an additional project has been submitted, but not yet approved by FHWA for FY 1996 discretionary funding under the Scenic Byways Program for the Clearwater Canyons Corridor Management Plan along a portion of US-12 and all of SH-13 in the amount of \$64,000.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the projects as outlined for FY 1995 discretionary funding under the Scenic Byway Program guidelines.

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board approves the project as outlined for FY 1996 discretionary funding, contingent upon receipt of funds under the Scenic Byway Program guidelines.

Proposed Legislation for 1996. The 1995 Idaho legislature amended Section 40-303, Idaho Code, to create six "director districts" for purposes of Transportation Board membership. Sections 21-136 and 40-514, Idaho Code, should be amended to allow for selection of members of the Aeronautics Advisory Board and the Public Transportation Services Advisory Council and Regional Advisory Committees, respectively, based upon the new director districts.

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

RES. NO. WHEREAS, the 1995 Idaho Legislature amended Section 40-303, Idaho Code,  
TB95-32 to create six "director districts" for purposes of selection of Transportation  
Board members, replacing the three previous districts; and

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WHEREAS, Section 21-136, Idaho Code, provides for selection of members of the Aeronautics Advisory Board based upon the three Board districts previously provided for in Section 40-303; and

WHEREAS, Section 40-514, Idaho Code, provides for selection of members of the Public Transportation Services Advisory Council and the Regional Advisory Committees based upon the three Board districts previously provided for in Section 40-303.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves amendment of Sections 21-136 and 40-514, Idaho Code, to allow for selection of members of the Aeronautics Advisory Board, the Public Transportation Services Advisory Council and the Regional Advisory Committee members based upon the current six director districts.

Legislative Amendment of Commercial Drivers License (CDL) Program. Representatives of FHWA audited the CDL program earlier this month. Staff believes the report will state our program is not in compliance with the Commercial Motor Vehicle Safety Act of 1986. There are two significant areas of non-compliance resulting in the need for legislative changes, including: Idaho Code does not allow disqualification or points assessed on Idaho CDL holders who forfeit bail or bond for traffic offenses; and Idaho's definition of residency allows a CDL holder to live in Idaho for 90 days before being required to obtain an Idaho CDL. The act requires the driver to transfer a CDL from one state to the new state within not more than 30 days.

Sections 49-104, 49-240, and 49-119, Idaho Code, must be amended by the 1996 legislature in order to bring the CDL program into compliance and prevent the loss of federal-aid highway funds to the state.

Vice Chairman Mitchell made a motion, seconded by Member McHugh, and passed 5-1 to approve the following resolution:

RES. NO.      WHEREAS, an audit of the Commercial Drivers License (CDL) Program  
TB95-33      discovered discrepancies which may lead to a finding of non-compliance with  
the Commercial Motor Vehicle Safety Act of 1986; and

WHEREAS, a finding of non-compliance could lead to a loss of federal-aid highway funds beginning FY 1997; and

WHEREAS, the cited areas of non-compliance are: (1) Idaho Code does not allow for disqualification (suspension) or points assessed against an Idaho CDL holder who forfeits bail or bond for traffic offenses, and (2) Idaho Code's definition of residency allows a CDL holder to live in Idaho for ninety days before being required to obtain an Idaho CDL.

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WHEREAS, the trial program was extended statewide on July 1, 1995 for further evaluation; and

WHEREAS, establishing a statewide driver's license renewal-by-mail program will bring Idaho into line with fifteen other states (including California, Oregon, Utah, and Wyoming) who currently offer renewal-by-mail programs to their residents; and

WHEREAS, the Transportation Board desires to promulgate and adopt Rules and Regulations concerning the renewal-by-mail program in compliance with the Administrative Procedures Act (APA); and

WHEREAS, the Division of Motor Vehicles has submitted a draft of *IDAPA 39.02.76, Rules Governing Driver's License Renewal-by-Mail Process* for Board approval.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board authorizes staff to initiate temporary and regular rulemaking in compliance with the APA for *IDAPA 39.02.76, Rules Governing Driver's License Renewal-by-Mail Process*.

Update on DPC-003(001), Key 5311, I-15, Pocatello Creek Road Interchange to Clark Street Interchange Demonstration Project, District 5. Staff is negotiating a consultant engineering contract to undertake project development activities and prepare detailed plans and estimates within the funds available, according to CE Ross. The consultant should be on board shortly after the new year, with the estimated cost of the project available in summer of 1996.

The Board reviewed the executive summary of the Major Investment Study. The draft concept report has been prepared and is currently under review. Evaluation of various project options within the funds available is ongoing at this time.

Delegation - Bannock Planning Organization (BPO) Policy Board. Pocatello Mayor Peter Angstadt introduced the members of the Policy Board in attendance: Bannock County Commissioner Carolyn Meline, Chubbuck Mayor John Cotant, Chubbuck City Engineer Steve Smart, Pocatello Public Transit Director Ron Bingelli, and BPO employee Mori Byington. Mr. Byington explained some of the areas the Policy Board focuses on such as planning, corridor preservation, and blending transportation, land use, and multimodalism. He added that the agency works with the Indian tribes in the area on these issues.

Mayor Cotant believes moving traffic through the valley, Pocatello and Chubbuck, is the biggest concern. A beltway is needed. Mayor Cotant emphasized the value of the metropolitan planning organization. Commissioner Meline concluded by thanking the Board for the work on Fourth and Fifth Streets.

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The Board members thanked the Policy Board members for the information and for their visit.

Highway Development Program Supplement 95-6. As projects are added and/or deleted from the Highway Development Program, it is presented to the Board members so they can keep current on the status of the Program. An updated comparison of available funding compared to approved projects and proposed changes in the Five Year Program, as well as selected Program sheets annotated to reflect proposed changes to the Program were reviewed.

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

RES. NO.      WHEREAS, it is in the public's interest for the Department to publish and  
TB95-36      accomplish a current, realistic and fiscally constrained Highway Development  
Program; and

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

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

WHEREAS, projects which delay beyond their scheduled year of contracting delay other state and local projects and jeopardize effective utilization of available public highway funds; and

WHEREAS, Department staff has ascertained that approximately \$13.1 million in Federal highway funding (including match) is available for advancing projects primarily because of local projects which will not be ready for contract and project cost decreases; and

WHEREAS, Department staff has identified an additional \$4.7 million dollars in Federal-aid projects which can be advanced in the Highway Development Program and made ready for contract in FY 1995; and

WHEREAS, the Department has applied for and received Federal Scenic Byways Discretionary Funds from the Federal Highway Administration.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the changes to the FY 1995-99 Highway Development Program itemized and explained in Highway Development Program Supplement 95-6, as shown in Exhibit 132, which is made a part hereof with like effect.

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*BE IT FURTHER RESOLVED*, that Department staff is authorized to make the appropriate changes to the FY 1995-97 Statewide Transportation Improvement Program in accordance with the provisions of the ISTEA of 1991.

Proposed I-84 Interchange at Isaac's Canyon, District 3, Revisited. Member Smith made a motion, seconded by Member McHugh, and passed unopposed, to approve the following resolution:

RES. NO.      WHEREAS, the Idaho Transportation Board has previously adopted Resolution TB95-37      No. TB95-28 in July, 1995, and Resolution No. TB95-15 in June, 1995; and

WHEREAS, the Director has recommended adoption of a Micron-Idaho Transportation Department Letter of Intent concerning an interchange on I-84 near Isaac's Canyon; and

WHEREAS, significant progress has been made within Idaho Transportation Department on a more comprehensive Cooperative Agreement between Idaho Transportation Department, Micron, and Ada County Highway District.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board affirms its prior authorization for the Director to execute said Letter of Intent, which is a preliminary understanding of parties who intend to enter into a subsequent contract such as the said Cooperative Agreement.

Delegation - Park Price, III, Chairman, Idaho Automobile Dealer's Advisory Board (DAB). Mr. Price provided background information on the DAB and explained some of its roles, including reviewing regulations and investigating turn-around time on titles. Reviewing odometer compliance and branding of titles, and conversion to an electronic lien filing system are some of the activities the DAB is currently working on with ITD.

Because of the numerous regulations in the automotive industry, the DAB is attempting to be proactive. Mr. Price expressed appreciation to the Department for the cooperative position it has taken on the issues, and also for the excellent working relationship the DAB has with ITD.

Chairman Winder thanked Mr. Price for serving on the Dealer Advisory Board and also for his informative presentation.

Director's Items. The draft FY97 Building Program was presented to the Board earlier for review. Since that distribution, the available funding for this program had been reduced. Staff will make recommendations on prioritizing the building projects and will present the program to the Board at the September meeting for approval.

The Department has submitted an application for Interstate 4R Discretionary funding for FY96. This request is for Stage I of a two-staged project for the I-184, Wye Interchange in the amount of \$17,439,000.

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The bids for the US-95, Goff Bridge project were significantly higher than estimated. Idaho had received approximately \$7.4 million in discretionary funds for this project. Normally, the discretionary funds must be obligated in the fiscal year they are received, however, Federal Highway Administrator Rodney Slater suggested that ITD may be allowed to carry over the funds into FY96. Several options are being explored, including delaying other projects to fund the Goff Bridge, re-designing the Goff Bridge project to reduce costs, and deleting the project from our program and returning the discretionary funds. Director Bower recommended not awarding the contract, accepting the suggestion to carry over the funds into FY96, and re-designing the project to reduce costs if possible.

Vice Chairman Mitchell made a motion to accept the Director's recommendation to reject the bids on the Goff Bridge project, carry over the funds, and re-design the project to reduce costs, or present other funding options. Member McHugh seconded the motion and it passed unanimously.

The Department of Fish and Game has designated an elk wildlife plate and proposed that ITD start production of this license plate under the statute of the game legislation. ITD's legal staff does not believe the statute authorizes production of this plate, while Fish and Game's attorneys believe it does. Director Bower concluded that this issue should be submitted to the Attorney General's Office for a ruling. The Board concurred.

Right-of-Way Use Permit #3-95-384, US-95, District 3. Vice Chairman Mitchell made a motion, seconded by Member McHugh, and passed unopposed, to approve the following resolution:

RES. NO.      WHEREAS, Washington County has requested a new approach at Station 904+80  
TB95-38      LT to the gravel source located on US-95 approximately five (5) miles south of  
Midvale; and

WHEREAS, joint use of an existing approach located at Station 917+00 LT by Washington County and the Idaho Transportation Department (ITD) has caused both parties to be concerned about safety and security; and

WHEREAS, the new approach has been determined by ITD staff to be in the best interests of safety, security and convenience, for both Washington County and ITD; and

WHEREAS, the requested approach is situated in an area of partial access control; and

WHEREAS, in accordance with Board Policy B-12-15, Highway Access Control, the Transportation Board must approve the new access; and

WHEREAS, the District Three Engineer has recommended that the new approach be approved.

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*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board:

1. approves the new approach on US-95 located at Station 904+80 LT;
2. directs staff to obtain an appraisal of the value of the access; and
3. directs staff to execute a quitclaim deed to grant the access in exchange for the appraised value.

Authority to Condemn, STP-F-3271(033), Key 2027, Parcel 32, SH-44/55, District 3.

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

RES. NO.      WHEREAS, the Idaho Transportation Department has scheduled for  
TB95-39      construction beginning in the spring of 1996 a roadway to transport vehicles,  
                 goods, and people around the City of Eagle, and this is called the Eagle  
                 Alternate Route; and

WHEREAS, a total of 4.61 acres of the 100 acre parcel 32, key 2027, a privately owned, unimproved piece of land is needed for the project; and

WHEREAS, an appraisal was obtained by ITD on the land needed for the project and the reviewed fair market value is \$116,045, and the owners want an unacceptable land trade in consideration, and negotiations are at an impasse.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes the Chairman of the Idaho Transportation Board to issue an Order of Condemnation on the subject property.

Authority to Condemn, NH-F-3271(052), Key 3758, Parcel 46, SH-55, District 3.

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

RES. NO.      WHEREAS, the Idaho Transportation Department has scheduled a highway  
TB95-40      construction project beginning in 1996 to widen and realign a portion of State  
                 Highway 55 between State Street and the Shadow Valley Golf Course; and

WHEREAS, a total of .47 acres of the 2 acre parcel 46, key 3758, a privately owned, rural residential property, is needed for the project; and

WHEREAS, two appraisals were obtained by ITD on the land needed for the project and the reviewed fair market value is \$9,225 and the owners have no appraisal and won't accept less than \$20,185, and negotiations are at an impasse.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes the Chairman of the Idaho Transportation Board to issue an Order of Condemnation on the subject property.

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Chief Engineer's Items. Mr. Floyd Harvey has been corresponding with the Department for some time regarding a radio tower site on the Lewiston Hill that he has been leasing. Mr. Harvey is challenging the administration of the site by ITD. Because he thinks the State Land Board has jurisdiction, the Attorney General's Office has been requested to review the matter and report back its conclusions.

Board Items. Vice Chairman Mitchell reported that the Lewiston Chamber of Commerce has requested a small triangle of land at the city's entrance along US-12, by the Rose Garden, to be used as a tourist information center. The city would perform all the required work, including re-landscaping. Staff was directed to determine the feasibility of this request.

Vice Chairman Mitchell has received an offer from a number of landowners near Kamiah to donate land along US-12 to be used as a rest area, or for some public use. District 2 staff was asked to look into this offer.

The Marsing Chamber of Commerce has written to Chairman Winder in support of the SH-55, Marsing to Sunny Slope project. Staff was directed to review the project for safety concerns, determine if the project could be advanced in the program, and make a recommendation during the Highway Development Program presentation in September.

US-89, Montpelier to Geneva Demonstration Project, District 5. A video tape explaining this demonstration project, along with computer-drafted images of the completed project was viewed.

WHEREUPON the Board meeting recessed at 5:10 PM.

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The Transportation Board meeting reconvened at 7:00 AM on Friday, August 25 in the Quality Inn in Pocatello. All members were present.

Presentation on Pocatello Regional Transit (PRT). PRT Director Bingelli welcomed the Board members to Pocatello and provided a brief history of PRT. Their mission is to take care of transit dependent people and students at the university. PRT is exploring creative efforts to maintain service with less federal aid, as a 20 to 40 percent reduction in federal funds is anticipated.

The Board members thanked Mr. Bingelli for the informative presentation.

At 8 AM the Board members and staff boarded a PRT bus and headed south on I-15. DE Frank explained the demonstration project to widen I-15 from Pocatello Creek Road to Clark Street. At McCammon the group traveled east on US-30 to US-89. At this junction in Montpelier, the site of the proposed Oregon Trail Museum was viewed. While traveling on

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US-89 east, Assistant District Engineer (ADE) Bryant Brown described the demonstration project from Montpelier to Geneva, and mentioned several environmental concerns.

From Geneva the group traveled south on Wyoming 89 to US-30 where they turned west and drove back to Montpelier.

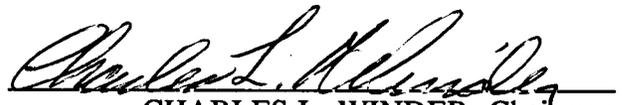
Delegation - Bear Lake County Commissioners. County Commissioners Don Clark and Dwight Cochran met the Board for lunch in Montpelier. Montpelier Mayor Lane also joined the delegation briefly. Commission Chairman Cochran appreciates the projects the Department has funded in Bear Lake County. He added that the Department's staff has been very cooperative on projects and responsive to the County's safety concerns. One of the major concerns is the junction of US-89 and SH-36. Chairman Cochran described the dangerous curve and asked for help to alleviate this hazard.

DE Frank reported that the District is aware of the problems at this junction and staff is exploring options to remedy the concerns. Commissioner Clark added that the rumble strips at the intersection have helped. He questioned the Department's plans for a bypass around Georgetown on US-30. Although there is no bypass project in the current Highway Development Program, ITD owns the right-of-way for a proposed bypass and consideration has been given to such a project, according to DE Frank. Commissioner Clark concluded by thanking the Department for the recently-completed project through Georgetown and added that the community is pleased with the work done on US-30.

The Board members thanked the commissioners for the visit.

While traveling US-89 south, SH-36 west, and US-91 north, ADE Brown continued to update the Board on recently-completed and currently-scheduled projects along the route. After a brief stop at the Preston maintenance station, the group continued on US-91 and I-15 north to Pocatello.

WHEREUPON the Board meeting and tour of District 5 officially ended at 3:00 PM.

  
 CHARLES L. WINDER, Chairman  
 Idaho Transportation Board

Read and Approved  
 September 18, 1995  
 Boise, Idaho

August 25, 1995

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## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 18-19, 1995

The regular session of the Transportation Board meeting convened at 8:10 AM on September 18, in Boise, Idaho at the Transportation Department. The following principals were present:

Chuck Winder, Chairman  
 Mike P. Mitchell, Vice Chairman - District 2  
 John McHugh, Member - District 1  
 Monte C. McClure, Member - District 3  
 Leon E. Smith, Jr., Member - District 4  
 Neil Miller, Member - District 5  
 John X. Combo, Member - District 6  
 Sue S. Higgins, Secretary to the Board  
 Dwight Bower, Director  
 Jim Ross, Chief Engineer  
 Steve Parry, Acting Chief Legal Counsel

August 23-25, 1995 Board Minutes. Member McHugh made a motion, seconded by Member McClure, to approve the minutes of the Board meeting held on August 23-25, 1995, as amended. The motion passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled by the Board:  
 October 16-17, 1995 - Boise  
 November 8-9, 1995 - Boise  
 December 11-12, 1995 - Boise

Consent Calendar. Member Smith 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  
 TB95-41 the following items on the consent calendar: highway bids, with the exception of key 5881; condemnation of key 2027, parcels 15 and 42; condemnation of key 5405, parcel 63; 1995-1996 winter maintenance standards; quarterly report on legal actions; quarterly returned check report; uncollectible accounts receivable; and the professional agreements report.

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

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ST-6350(621), key 6146 - Yellowstone Avenue, Lincoln to Idaho Canal, US-20, Idaho Falls, Bonneville County, District 6. Low bidder: Beco Construction Company, Inc., Idaho Falls, Idaho - \$165,470.00.

CM-0003(102), key 5395 - Pathway Repair, Boise, Ada County, District 3. Low bidder: Universal Construction, Inc., Emmett, Idaho - \$91,332.00.

ST-6350(611), key 5371 - Cow Creek, North, US-93, Lemhi County, District 6. Low bidder: Beco Construction Company, Inc., Idaho Falls, Idaho - \$827,428.85.

SBID-93(003), key 5671 - Centaurus Mining Site Interpretation, SH-75, Custer County, District 6. Low bidder: Maverick Construction Company, Inc., Burley, Idaho - \$48,715.00.

ST-2390(653), key 6155 - Custer County Line to Redfish Lake Bridge, SH-75, Custer County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$949,432.75.

BROS-0400(002), key 2594 - Rainbow Canal Bridge, West of Dingle, Bear Lake County, District 5. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$325,901.27.

STM-6380(603), key 6115 - Ashton Bridge, US-20, Fremont County, District 6. The low bidder was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on the Average Unit Price Report for District 6 projects, past bidding history of projects of similar nature for standard items, and various phone conversations with contractors who bid this type of project. Staff believes this method of estimation accurately reflects the cost of performing the work. The bid prices generally compared well with the engineer's estimate with the exception of the painting structural steel item. The bid price for painting indicates that the engineer's estimate grossly underestimated the costs associated with cleaning and applying three coats of paint to the bridge.

The District examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage of. The District recommended canceling the project altogether because the draft Highway Development Program scheduled the replacement of this bridge in FY 2000 and until then, the lead flaking problems should not increase dramatically.

The Board concurred with staff's recommendation to reject this bid.

BRS-6820(006), key 3275 - Bates Road Bridge, West of Driggs, Teton County, District 6. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$391,564.43.

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ST-4210(603), key 5113 - Sears Creek Bridge at Harpster, SH-13, Idaho County, District 2. Low bidder: Universal Construction Inc., Emmett, Idaho - \$129,638.60.

2) Authority to condemn, project STP-F-3271(033), key 2027, parcels 15 and 42, SH-44/55, District 3.

3) Authority to condemn, project NH-6420(101), key 5405, parcel 63, US-20, District 6.

4) Winter maintenance standards. SH-75, milepost 189.4 to 217.2, Stanley to Clayton Ranger Station, was changed to level of service 2.

5) Summary of pending legal cases.

6) Quarterly returned check report. The number of checks returned in FY95 totaled 181 with a value of \$35,963.57. The Department's collection rate in FY95 was 114%.

7) Uncollectible accounts receivable. Four uncollectible accounts in the amount of \$8,407.56 were written off. In FY94, \$38,271.57 was written off as uncollectible. This report is shown in Exhibit 133, which is made a part hereof with like effect.

8) Professional agreements reports. Payments for engineering consultant agreements amounted to \$81,864.38 during August 1995 and general consultant agreements equalled \$59,768.00 for a grand total of \$141,632.38.

Highway Bid for ST-6729(601), Key 5881. The lone bid for this project, Victor - West, SH-31, Teton County, District 6, was more than ten percent over the engineer's estimate, requiring justification. The bid generally compared well with the engineer's estimate with the exception of the precast bridge and precast culvert extension items. The bid prices for precast bridge items indicate that the engineer's estimate underestimated the costs associated with fabricating and installing the precast segments into the creek and canal. Staff believes the costs of installation were underestimated, and on the culvert extension, the cost of sawing off the wingwalls and aprons of the existing box culvert was not adequately covered in the engineer's estimate. The remaining difference in installation costs is attributed to having to complete the bridges in the Teton Valley area by April 15, which places much of this work during winter months in an area which has long and severe winter weather. A work window was selected to accommodate the city of Driggs, which relies heavily on tourism, as well as to place the bridge work in a time frame when the water levels would be at their lowest. Precast items were selected to expedite construction.

Staff has examined the plans and specifications and can find no fault that would lead to a large oversight for which a contractor may take advantage of. The District recommended awarding the project.

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Member Smith commented on the single bid received on this project. He also questioned the urgency of this project and asked if it could be delayed until spring and if it was likely more competitive bids would be received at that time. Chief Engineer Ross thought that was a possibility and said he could look into that.

Although the lone bid was also a concern to Member Combo, he realizes this is a very busy time for contractors. Additionally, the small size of the project is probably a factor for the single bid. He questioned the possibility of the cost of the project increasing, because of inflation or other factors, if it is delayed. Member Combo reiterated the short time frame to complete the project and added that the low bidder is a recognizable bidder.

Member Smith made a motion, seconded by Member McClure, to concur with staff's recommendation to award this bid. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$263,419.28.

IDAPA 93.03.49, Rules Governing Ignition Interlock Breath Alcohol Devices. Highway Safety Manager (HSM) Marie Bishop outlined ITD's involvement in the laws, enforcement, and education of driving under the influence. Highway Safety's mission is to implement programs that improve driver behavior and safety. Also, the Department is involved in ignition interlock breath alcohol devices because the National Highway Traffic Safety Administration develops the standards and oversees this area.

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

RES. NO. WHEREAS, Section 18-8008, Idaho Code, regarding ignition interlock devices  
TB95-42 states "the Transportation Department shall by rule and regulation provide standards for the certification, installation, repair and removal of the devices"; and

WHEREAS, the Idaho Transportation Department promulgated the rules and regulations governing ignition interlock breath alcohol devices, IDAPA 39.03.49, prior to the National Highway Traffic Safety Administration developing and implementing national standards in 1992 for model specifications, safety and testing; and

WHEREAS, the Transportation Board desires to promulgate a revision to the rules and regulations governing the ignition interlock devices and adopt the national model specifications, safety and testing standards; and

WHEREAS, the Office of Highway Safety has submitted a revised draft of *IDAPA 39.03.49, Rules Governing Ignition Interlock Breath Alcohol Devices* for Board approval.

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*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board authorizes staff to initiate regular rulemaking in compliance with APA for *IDAPA 39.03.49, Rules Governing Ignition Interlock Breath Alcohol Devices*.

Revision to FY96 Highway Safety Plan. Because of pending Congressional action, the FY96 spending plan for highway safety grant funds that the Board approved in July may need to be amended. Staff developed a contingency plan. Idaho Traffic Safety Commission (ITSC) Chairman Jack Marshall reviewed and approved this alternate plan. The other ITSC members were also notified of this action and allowed an opportunity for additional comments. According to HSM Bishop, the emergency medical service projects were affected the most.

Vice Chairman Mitchell made a motion, seconded by Member McHugh, and passed unanimously, to approve the following resolution:  
RES. NO. WHEREAS, the Idaho Transportation Board approved the FY96 spending plan  
TB95-43 for highway safety grant funds on July 7, 1995; and

WHEREAS, the Office of Highway Safety now finds it necessary to significantly revise the approved spending plan because of pending Congressional action that would reduce the funds anticipated to be available by approximately \$2.4 million; and

WHEREAS, the Office of Highway Safety has developed an alternative or contingency spending plan to accommodate the anticipated reduction; and

WHEREAS, the Chair of the Idaho Traffic Safety Commission has recommended the Board approve the modified plan.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves implementing the proposed modification to the FY96 Highway Safety Plan, should such action become necessary.

Supplemental Agreement No. 1 to Agreement Number 1955, IVH-9316(601), Key 5627, I-84, District 4. Traffic Engineer Greg Laragan briefed the Board on this storm warning system operational test on I-84 near the Cotterel port of entry. This intelligent vehicle highway system (IVHS) project, conceived in 1993, is to investigate various sensor systems that could provide accurate and reliable visibility and weather data, which would, in turn, be used to provide general warnings, speed advisories, and possible road closure information to travellers via variable message signs. The primary goal of the system is a major reduction in multi-vehicle accidents caused by reduced visibility.

Originally, Department personnel were going to provide computer programming services and construction document preparation. Because the project has been extended for an additional 15 months due to the lack of sufficient low visibility data during the past winter,

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daily project management activities have increased substantially, and FHWA evaluation requirements have become much more extensive, ITD staff does not have the manpower at this time to complete these tasks. Staff is requesting a supplemental agreement for a consultant to perform this work. No additional funds are being requested, as the work to be accomplished was already included in the programmed amount for the project.

Jack Coe, Division Administrator, Federal Highway Administration, expressed his support for this project.

If this is a safety project, Member Smith asked why highway safety funds can't be used. He also questioned utilizing the intern program for this work. HSM Bishop explained that federal funds can't be used to match federal funds. The intern program may be an option.

Traffic Engineer Laragan added that timing is important. The plans call for construction this year, however, if the work is done in-house, that schedule won't be realized.

Member Combo made a motion, seconded by Member Miller, and passed unopposed, to pass the following resolution, provided the Director determines the work cannot be done in-house:

RES. NO. WHEREAS, the Idaho Transportation Department (ITD) has entered into an  
TB95-44 agreement with CH2M-Hill to provide engineering services for project IVH-9316(601); and

WHEREAS, ITD desires to extend the scope of services provided by CH2M-Hill to include additional services not previously covered that are not available within the Department; and

WHEREAS, the additional services to be provided are identified as Supplemental Agreement No. 1 to Agreement No. 1955; and

WHEREAS, ITD staff, by means of an independent estimate of cost, has determined that the cost to provide such services by CH2M-Hill is reasonable and acceptable; and

WHEREAS, funds have been budgeted to pay for the additional cost; and

WHEREAS, in accordance with Board Policy B-06-08, agreement costs in excess of \$100,000 require Transportation Board approval.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves supplemental agreement number 1 to agreement number 1955 in the amount of \$111,100.

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Request for Additional State-Funded Assistance for Signalization in Kootenai, SH-200, District 1. Member Combo made a motion, seconded by Member McHugh, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, the city of Kootenai is the sponsor of a project to construct turn  
TB95-45 lanes on SH-200 through the city; and

WHEREAS, the city has secured a combination of local funding and Idaho Department of Commerce block grant funding to match the \$300,000 state funding previously approved by the Transportation Board; and

WHEREAS, the original project concept did not include intersection signalization, but considered that signalization would be part of a future project; and

WHEREAS, the signalization is warranted and would be most effectively and economically included in the original work of constructing the turn lanes at this time; and

WHEREAS, the Idaho Department of Commerce has indicated that the additional grant funding could be made available to cover the matching portion of the signal costs.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves an additional \$90,860 of FY96 state-funded unallocated funding for the city of Kootenai to cover the state's share of signalization costs as part of the city's project to provide turn lanes and signalization on SH-200.

Highway Development Program Supplement 95-7. The Board reviewed the final Highway Development Program Supplement for FY95-99, including an updated comparison of available funding compared to approved projects and proposed changes in the Five-Year Program, and selected Highway Program sheets annotated to reflect proposed changes to the Program.

An additional \$2.5 million in Bridge Discretionary funding for the construction of the US-95, Goff Bridge, was received on September 1. Also, a total of \$2 million in FY95 STP-State funds were added to the project. The most recent estimate of the contract construction costs totals \$12.5 million. Additional costs for contingencies and construction engineering bring the total estimated cost to complete the project to \$14.3 million. This amount in federal funds was obligated in accordance with the September 8, 1995 deadline for obligating the additional Discretionary funds made available from other states. A value engineering study is being conducted to determine if further cost savings can be obtained. The project must be advertised in the first quarter of FY96 to retain the FY95 Bridge Discretionary funds received to date.

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Director Bower relayed the excellent cooperation and understanding Federal Highway Administrator Rodney Slater provided. Division Administrator Coe added that the additional money Idaho received was a result of Director Bower's involvement with and association on national committees such as the Transportation Research Board and National Quality Initiative. He believes that Federal Administrator Slater's personal knowledge of Director Bower resulted in the additional funds. The Board members commended the Director on his efforts in securing the bridge discretionary funds.

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

RES. NO. WHEREAS, it is the public's interest for the Department to publish and  
TB95-46 accomplish a current, realistic and fiscally constrained Highway Development Program; and

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

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

WHEREAS, projects which delay beyond their scheduled year of contracting delay other state and local projects and jeopardize effective utilization of available public highway funds; and

WHEREAS, Department staff has identified approximately \$5 million in federal highway funding (including match) made available for advancing projects primarily because of local projects which may delay; and

WHEREAS, Department staff has identified \$5 million dollars in federal-aid projects which can be advanced in the Highway Development Program and made ready for contract in FY95; and

WHEREAS, the Department has applied for and received \$2.5 million in additional federal Bridge Discretionary funds from the Federal Highway Administration for use on the US-95 Goff Bridge replacement project; and

WHEREAS, the Transportation Board has remaining FY96 un-allocated State Highway Funds available for urgently needed projects on the state highway system.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the changes to the FY95-99 Highway Development Program itemized

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and explained in Highway Development Program Supplement 95-7, as shown in Exhibit 134, which is made a part hereof with like effect.

*BE IT FURTHER RESOLVED*, that Department staff is authorized to make the appropriate changes to the FY95 STIP in accordance with the provisions of the ISTEA of 1991.

FY 1996-2000 Highway Development Program. Highway Programs Manager Dave Amick outlined the funding assumptions in the proposed programs, including that future funding for highway improvements in Idaho will be made available by the U.S. Congress and the Idaho State Legislature at the levels estimated in the FY 1996-2000 Highway Funding Plan. He stated 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.

Additionally, the projects in the approved FY1996-2000 and Preliminary Development Highway Development Program will be included in the FY 1996 STIP, in accordance with the provisions of the ISTEA of 1991.

Member Smith made a motion, seconded by Member Combo, to approve the State Funded Development Program, as shown in Exhibit 135, which is made a part hereof with like effect. The motion passed unanimously.

Vice Chairman Mitchell made a motion, seconded by Member McHugh, to approve the Interstate Maintenance Development Program, as shown in Exhibit 136, which is made a part hereof with like effect. The motion passed unanimously.

Member Smith made a motion, seconded by Vice Chairman Mitchell, to approve the National Highway System Development Program, as shown in Exhibit 137, which is made a part hereof with like effect. The motion passed unopposed.

Member Smith made a motion, seconded by Vice Chairman Mitchell, to approve the Surface Transportation (STP) - State Highway Development Program, as shown in Exhibit 138, which is made a part hereof with like effect. The motion passed unopposed.

Member McHugh made a motion, seconded by Vice Chairman Mitchell, to approve the STP-Local Rural Development Program, as shown in Exhibit 139, which is made a part hereof with like effect. The motion passed unanimously.

Vice Chairman Mitchell made a motion, seconded by Member McHugh, to approve the STP-Local Urban Development Program, as shown in Exhibit 140, which is made a part hereof with like effect. The motion passed unopposed.

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Member McClure made a motion, seconded by Member Smith, to approve the STP-Safety Development Program, as shown in Exhibit 141, which is made a part hereof with like effect. The motion passed unopposed.

Vice Chairman Mitchell questioned the right-of-way costs on some of the bike path projects in the Enhancement Program. The Board directed staff to develop a method of showing the total cost of a project on the program sheet instead of only the construction cost.

Division Administrator Coe expressed concern with the Board's Policy on Enhancement Program projects. Once a specified amount is expended on a project and the project is removed from the program, the federal portion would need to be returned to FHWA. The Board asked staff to review this policy, determine the time frame of when projects need to be completed for federal reimbursement, and report back.

Member McHugh made a motion, seconded by Member Smith, to approve the STP-Enhancement Development Program, as shown in Exhibit 142, which is made a part hereof with like effect. The motion passed unanimously.

Because the Congestion Mitigation/Air Quality (CMAQ) and Enhancement Programs have been difficult to administer, the Board asked staff to review the guidelines and administration of these programs.

Member McClure made a motion, seconded by Member McHugh, to approve the CMAQ Development Program, as shown in Exhibit 143, which is made a part hereof with like effect. The motion passed unanimously.

Member Smith made a motion, seconded by Member McHugh, to approve the Bridge Development Program, as shown in Exhibit 144, which is made a part hereof with like effect. The motion passed unanimously.

Member Smith made a motion, seconded by Member McHugh, to approve the Demonstration Project Development Program, as shown in Exhibit 145, which is made a part hereof with like effect. The motion passed unanimously.

Vice Chairman Mitchell made a motion, seconded by Member McHugh, to approve the Other Funding Categories, including Indian Reservation Roads, Parkways and Park Highways, and Forest Highway Program, as shown in Exhibit 146, which is made a part hereof with like effect. The motion passed unanimously.

Aeronautics Portion of the STIP. Vice Chairman Mitchell made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO.      WHEREAS, the Idaho Aeronautics Advisory Board reviews and recommends  
TB95-47      aeronautics projects to the Idaho Transportation Board for its review and  
                 approval; and

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WHEREAS, the Division of Aeronautics has identified more than \$145 million of aviation-system improvements needed over the next 10 years on municipally owned airports; and

WHEREAS, a crucial factor in the scheduling of projects at Idaho's municipal airports is often based upon the ability to match the limited federal and state funds available; and

WHEREAS, the Idaho Division of Aeronautics coordinates a multi-level planning process with the Federal Aviation Administration and municipalities comprising of the State Aviation System Plan, Airport Master Plans and the Capital Improvement Program; and

WHEREAS, the purpose of aviation system planning is to determine extent, type, nature, location, and timing of airport development needed to establish a viable, balanced and integrated system of airports and support facilities.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board hereby adopts the Fiscal Year 1996-2000 aeronautics portion for inclusion in the Statewide Transportation Improvement Program.

Public Transportation Portion of the STIP. Member McClure made a motion, seconded by Member McHugh, and passed unopposed, to approve the following resolution:  
RES. NO. WHEREAS, the Transportation Department must develop a transportation system  
TB95-48 that meets the needs of its people while preserving the physical and natural environment; and

WHEREAS, the *Idaho Transportation Plan* is the 20-year multimodal action plan which has a vision for the future that ensures connections among people, markets and goods in a dynamic global economy; and

WHEREAS, by making wise transportation decisions and developing the necessary partnerships between the public and private sector, Idaho will be economically healthy in the future with a transportation system that provides mobility, preserves the environment, and makes its communities desirable places in which to live and work; and

WHEREAS, the Division's public transportation modal plan called *Movin' Idaho* reflects the needs of public transportation in each region throughout the state and is intended to address stakeholder issues and propose solutions to our ever changing environment; and

WHEREAS, the *Idaho Transportation Plan* and *Movin' Idaho* have been developed from public involvement as well as coordination through each of the metropolitan planning organizations; and

WHEREAS, ITD's intermodal working group has reviewed each of the modal plans for completeness and interconnectivity with the *Idaho Transportation Plan*; and

WHEREAS, projects identified within the *Idaho Transportation Plan* and *Movin' Idaho* comply with the Intermodal Surface Transportation Efficiency Act and are incorporated within the Statewide Transportation Improvement Program (STIP).

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board hereby adopts Fiscal Year 1996-2000 public transportation projects, which are outlined in red on the map as shown in Exhibit 147, which is made a part hereof with like effect, for inclusion in the STIP.

Bicycle/Pedestrian Portion of the STIP. Member McHugh made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Transportation Department has adopted a 20-year, multimodal  
TB95-49 Idaho Transportation Plan that ensures connections between people, markets, and goods in a dynamic global economy; and

WHEREAS, the FY 1996-2000 Statewide Transportation Improvement Program (STIP) has been prepared in accordance with the Intermodal Surface Transportation Efficiency Act of 1991 guidelines; and

WHEREAS, improvement projects for bicycle and pedestrian transportation facilities are incorporated into the highway development program; and

WHEREAS, public review of the draft STIP has demonstrated widespread community support for these projects.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board hereby approves all bicycle and pedestrian projects included in the FY 1996-2000 Statewide Transportation Improvement Program, as outlined in yellow on the map as shown in Exhibit 147, which is made a part hereof with like effect.

Rail Portion of the STIP. Member Smith made a motion, seconded by Member McClure, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the 1996-2000 Statewide Transportation Improvement Program  
TB95-50 includes potential rail rehabilitation projects to reflect the multimodal nature of the document; and

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WHEREAS, these projects are currently unfunded pending reauthorization of the Local Rail Freight Assistance Program and/or development of new funding sources; and

WHEREAS, the Idaho Rail Advisory Council supports the potential rail projects included in the Statewide Transportation Improvement Program; and

WHEREAS, the State Rail Plan Update, now under development, will include a basis for future project selection should funding sources be identified.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the rail portion of the 1996-2000 Statewide Transportation Improvement Program, which projects are outlined in blue on the map as shown in Exhibit 147, which is made a part hereof with like effect.

Final Draft of STIP. Transportation Planning Administrator (TPA) Ray Mickelson recognized the metropolitan organization representatives present: Clair Bowman, Ada Planning Association; Morie Byington and David Wessel, Bannock Planning Organization; and Steve Anderson, Bonneville Metropolitan Planning Organization. TPA Mickelson stressed the excellent working relationship the Department has with these agencies and emphasized that they were instrumental in bringing the STIP together.

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

RES. NO. WHEREAS, the Department is required by Title 23, United States Code, Part 450  
TB95-51 and Title 49, United States Code, 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, is consistent with the Department's Statewide Transportation Plan;  
and

WHEREAS, contains only transportation projects found to conform to air quality standards in the Clean Air Act; and

WHEREAS, is financially constrained by year and includes sufficient financial information to demonstrate which projects are to be implemented using current revenues and which projects are to be implemented using proposed revenue sources while the transportation system as a whole is being adequately operated and maintained; and

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WHEREAS, contains all capital and non-capital transportation projects; and

WHEREAS, contains all regionally significant projects requiring an action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA); and

WHEREAS, includes sufficient project descriptive material, costs, amount of federal funds proposed to be obligated during each program year, proposed category of federal funds and source(s) of non-federal funds, and identification of agencies responsible for carrying out the projects; and

WHEREAS, includes only those projects that have been selected in accordance with project selection requirements for non-metropolitan areas; and

WHEREAS, was developed in accordance with all applicable federal requirements including adequate opportunity for public involvement and comment; and

WHEREAS, there are separate agenda items for each of the transportation modes and upon approval of each program for FY 1996-2000, will be incorporated into the STIP using the district format.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the Aeronautics, Bicycle/Pedestrian, Highways, Public Transportation and Rail FY 1996-2000 programs for inclusion in the STIP (in district/modal format) for transmittal to FHWA and FTA for their review and approval, and use for ongoing public input.

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board approves the Metropolitan Planning Organization's Metropolitan Transportation Improvement Programs as mirrored in the STIP.

Why Non-system Routes that Scored Higher than 78 are not on the State Highway System. At the July meeting, the addition to the state highway system of Grand View Road, which scored 78 points, was discussed. Two roads, Emmett to Mesa and Wendell to Buhl, had higher ratings, 80 and 79, respectively. Staff was asked to analyze these two routes and ascertain why these roads have not been added to the state system.

The Emmett to Mesa, or Indian Valley, Road is basically an unpaved road 62.1 miles in length and would require an extensive construction project costing over \$62 million to build. The cost to build the road to state highway system standards was the reason no further action was taken on this route.

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The 14.4 miles of the Wendell to Buhl highway, which would become an extension of SH-46, was reconstructed to state highway system standards. The Board and local highway districts, with the exception of Jerome Highway District, were in agreement with the addition of the Wendell to Buhl highway to the state highway system and the transfer of SH-25 (13.95 miles) to local jurisdictions. Because of the objection by one of the entities involved, no action has been taken on this trade.

Member Smith provided a brief history on the subject of additions and deletions. He suggested the expanded Board revisit this issue. Staff was directed to re-evaluate the Board policy on this issue and develop other criteria for consideration.

Chairman Winder welcomed Representative Bivens who joined the meeting at this time.

Supply/Idaho State Police (ISP) Building, District 2, Lewiston. On August 22, 1995, the District 2 Supply/ISP building bid came in approximately \$100,000 over the \$400,000 budget amount. Anticipating this project would not be constructed, ISP requested lease information from the Department of Public Works. The leasing agent found it would cost the Department of Law Enforcement (DLE) \$44,000 a year to lease the same space in Lewiston, and suggested that DLE help defray the extra costs for the project so it could be built. District 2 has additional funds from another project that can be applied to this project. These funds will account for approximately 30% of the additional costs, plus pay for the new water line extension and fire hydrants required.

It is desirable to both ITD and DLE to be housed on the same state property. The presence of ISP is a great deterrent to theft and vandalism to ITD buildings and equipment. In turn, the Department provides support and maintenance to the DLE district offices.

The question of how much ISP will be charged for rent in subsequent years was raised. Dick Transtrum, Chief of Administration, replied that amount is set in statute and ITD has no control on that. The Board asked staff to provide information on renting buildings to other agencies, including a break-down of the charges, and to review legislation regarding the rental costs.

FY97 Capital Building Program. Member Smith asked for a status of the Headquarters' west wing remodel project. For the benefit of the new members, COA Transtrum summarized the events since the DLE vacated the building in 1993. The contract for asbestos abatement should be finalized next month. He added that the Department's concerns on the delay of this remodel have been expressed to the Division of Public Works, which is responsible for this project. Director Bower relayed his intentions to approach the Department of Administration on the possibility of ITD taking over the responsibilities of such remodel projects.

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The FY97 Capital Building Program, in the amount of \$2.7 million was reviewed. Member Smith made a motion, seconded by Member Combo, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, each year the Department Facilities Manager updates the six year  
TB95-52 capital building plan (based on the input of the districts and headquarters maintenance) and submits the update along with details and justification for the next fiscal year's program to the Division of Public Works, and the Permanent Building Fund Advisory Council (PBFAC) in October; and

WHEREAS, the Transportation Board reviews and approves the Building Program prior to submittal to the PBFAC; and

WHEREAS, the FY97 Capital Building Program is hereby submitted to the Board for review and action.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board does hereby adopt and approve the FY97 Capital Building Program, as shown in Exhibit 148, which is made a part hereof with like effect.

FY97 Department Budget. Member Smith made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the FY97 Department budget has been prepared in accordance with  
TB95-53 instructions in the Division of Financial Management's Budget Development Manual; and

WHEREAS, the Board reviewed the estimated revenue and expenditures for FY97.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board agrees with the FY97 budget as presented in the lead budget worksheet dated September 18, 1995, as shown in Exhibit 149, which is made a part hereof with like effect, and authorizes the estimates to serve as the basis for the budget request to be submitted to the Division of Financial Management on or before September 30, 1995.

1996 Proposed Legislation. Vice Chairman Mitchell made a motion, seconded by Member Smith, and passed unopposed, to approve the following resolution, with the exclusion of the language on maintenance responsibilities to ITD and the impact to local jurisdictions on the fiscal impact on legislation amending Sections 40-310 and 40-3131, Idaho Code:

RES. NO. WHEREAS, the Idaho Governor's Office has requested that state agencies  
TB95-54 submit proposed 1996 legislation to the Division of Financial Management for review and approval; and

September 18, 1995

WHEREAS, the Idaho Transportation Board has previously approved five "Legislative IDEA Submittal Forms" outlining the proposed 1996 legislative package, in anticipation of preparation of the draft legislation.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves submittal of the following draft legislation to the Division of Financial Management, and, upon approval, submission to the 1996 Idaho Legislature for their consideration:

- 1) To amend Sections 40-310 and 40-313, Idaho Code, to exclude ITD from responsibility for erection of signs beyond the right-of-way of the state highway system.
- 2) To amend Sections 21-136 and 40-514, Idaho Code, to allow for selection of members of public transportation boards and committees based upon the new director districts as provided in Section 40-303, Idaho Code.
- 3) To amend Sections 49-434 and 49-1004, Idaho Code, to increase fees charged for overweight nonreducible load vehicles and/or loads traveling on the state highway system.
- 4) To amend Section 49-116, Idaho Code, to modify the definition of "out of service" to correspond with Motor Carrier Safety Regulations in 49 CFR 383.5; and Section 49-335, Idaho Code, to add out of service disqualification and penalties for persons or companies who operate commercial vehicles being placed out of operation.
- 5) To add a new Section 49-240, Idaho Code, to require forfeiture be treated as a conviction for commercial operators to bring the Commercial Driver's License Program into compliance with the Commercial Motor Vehicles Safety Act of 1986; and Section 49-301, Idaho Code, to require that commercial drivers license must be transferred to Idaho within thirty (30) days by any holder establishing a domicile in Idaho.
- 6) To amend Section 49-105, Idaho Code, to redefine the term class and endorsements, in order to be consistent with practices; to add a new Section 49-120, Idaho Code, to define skills test; to amend Section 49-302, Idaho Code, to provide for clarification as to a nonresident; to amend Section 49-303, Idaho Code, to clarify that nonresidents shall not be licensed; to amend Section 49-305, Idaho Code, to redefine for clarity types of vehicle driven and to delete reference to audio communication; to amend Section 49-306, Idaho Code, to delete reference to place of birth and to provide authority for the Department in order to be consistent with practices; to amend Section 49-313, Idaho Code, to

provide for a skills test definition; to amend Section 49-318, Idaho Code, to delete reference to place of birth; to amend Section 49-319, Idaho Code, to provide that persons renewing drivers licenses shall not be suspended and adding language to provide for skills test for upgrade or endorsement; to amend Section 49-321, Idaho Code, to delete reference to operators and chauffeurs licenses; to amend Section 29-326, Idaho Code to provide for a hearing upon cancellation of a drivers license; and to amend Section 49-337, Idaho Code, to delete reference to compliance by Idaho drivers.

Contract Claim, STP-IM-IR-84-2(029)105, District 3. Member Smith made a motion, seconded by Member Combo, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, Wildish Land Company has filed an appeal of the decision of the  
TB95-55 State Highway Administrator on a construction contract claim; and

WHEREAS, binding arbitration is an efficient and cost-effective means of resolving construction claims.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board directs the legal staff to negotiate an arbitration agreement with Wildish Land Company to resolve the contract claim filed on project STP-IM-IR-84-2(029)105.

Governor's Visit to October Board Meeting. Governor Batt is planning to attend the October 17 Board meeting in Boise. The tentative schedule was reviewed, including a session with the Board, a short tour of the Headquarters' facilities, and a meeting with employees. The Board asked the Director to work with the Governor's Office on the topics to discuss at the meeting.

Director's Items. A letter of intent with Micron, Technologies on the proposed I-84, Isaac's Canyon interchange has been signed.

At the national level, no appropriations bill has been signed. Idaho's 5-state coalition is working on a number of proposed issues in the National Highway System (NHS) legislation, including provisions to shorten ISTEA by one year, and to remove the Transportation Trust Fund off of the budget. If the NHS legislation is not passed by September 30, approximately \$50.9 million will be withheld from Idaho.

Director Bower informed the Board that attorneys representing the Department of Fish and Game have now agreed that statutory authority for production of elk license plates does not exist. Fish and Game plans to pursue this issue.

Next week the Director is planning to meet with the Aeronautics Advisory Board members to review applications for the Aeronautics Administrator position.

September 18, 1995

Member Smith made a motion, seconded by Member Combo, to meet in executive session to discuss legal matters, at 8 AM Tuesday, September 19. The motion passed unanimously.

Member Smith made a motion, seconded by Member Combo, to recess at 4:50 PM. The motion carried.

September 19, 1995

The Transportation Board meeting reconvened at the Transportation Department in Boise on Tuesday, September 19, 1995. Vice Chairman Mitchell called the meeting to order at 8:10 AM in the absence of Chairman Winder.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. The Board met in executive session to discuss legal issues.

The Board came out of executive session at 9 AM. No decisions were made.

Chairman Winder joined the meeting.

Employee Service Awards. The Board recessed at 9 AM to participate in the employee service awards. Two ceremonies, at 9 AM and 10:30 AM, were held.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 11:30 AM, Member Smith made a motion, seconded by Member Combo, 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 - Scott Ellsworth and Michael Kane, Idaho Highway Users Federation. The Highway Users Federation has been following the V-1 Oil Company versus Idaho Petroleum Clean Water Trust Fund case. V-1 Oil challenged the constitutionality of the transfer fee to fund the Clean Water Trust Fund. They consider this fee a tax. The Highway Users Federation supports V-1 Oil's position. Mr. Ellsworth wanted the Board to be aware of this case and offered assistance to the Department.

Mr. Kane said their group filed a brief in favor of V-1 Oil's position earlier this year. The Supreme Court has ruled in favor of V-1 Oil, however, the Attorney General's Office has petitioned the court to re-hear the case.

Mr. Kane thanked the Board members for their time.

September 19, 1995

Member Smith made a motion, seconded by Member Combo, to write to the Attorney General asking for appointment of counsel to represent and protect the interests of ITD. The motion passed unanimously. The Board members thanked the gentlemen for the information.

**Legal Items.** Vice Chairman Mitchell made a motion, seconded by Member McClure, and passed unanimously, to approve the following resolution.

RES. NO. WHEREAS, the Department has encountered problems with the construction of  
TB95-56 a section of US-95 north of Sandpoint, Idaho, known as the Kootenai Cut-off to Colburn project; and

WHEREAS, the problems caused the Army Corps of Engineers to suspend the Department's Section 404 permit; and

WHEREAS, the Army Corps of Engineers has re-issued the permit; and

WHEREAS, the Army Corps of Engineers and the United State Attorney for Idaho have approached the Department concerning the negotiation of a consent decree to resolve the environmental problems caused by this highway project.

*NOW THEREFORE BE IT RESOLVED*, that the Department is authorized to continue negotiations with the federal government. The Board reserves the right to approve a negotiated consent decree between the Department and the Army Corps of Engineers.

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

RES. NO. WHEREAS, the Department has been sued by Harcon, Inc. and Reid Burton  
TB95-57 Construction Company in Ada County District Court in case number 97062; and

WHEREAS, the nature of the claim against the Department concerns a construction contract known as Project number I-90-1(145)59 and I-90-1(175)69, East - West Wallace - Mullan Avenue Bridge, Wallace, Idaho, contract number 475; and

WHEREAS the contractor has claimed differing site conditions and acceleration of the work; and

WHEREAS, the parties went through a mediation process before the Honorable Duff McKee.

*NOW THEREFORE BE IT RESOLVED*, that the Department is authorized to settle the litigation for four hundred thousand dollars (\$400,000).

September 19, 1995

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

RES. NO. WHEREAS, the Department has filed a condemnation against Surprise Valley  
TB95-58 Partnership for the new alignment of SH-21; and

WHEREAS, the nature and quality of Surprise Valley's property changed between the time the state's pre-condemnation appraisal and the date of the state filing the condemnation action; and

WHEREAS, the Department has had a second appraisal on the property.

*NOW THEREFORE BE IT RESOLVED*, that legal staff is authorized to make a settlement offer to settle the condemnation.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 2:10 PM, Member Smith made a motion, seconded by Member Combo, to meet in executive session to discuss personnel matters. The motion passed unanimously.

The Board came out of executive session at 3:30 PM. No decisions were made.

Hearing was reopened and a discussion held by the Board concerning how the Board should function, policies, and procedures. Some items discussed included: individual Board members' requests for studies and documents; the chairman's role and responsibilities; Board members' roles and interaction; and communication.

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

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
October 16, 1995  
Boise, Idaho

September 19, 1995

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

October 16-17, 1995

The regular session of the Transportation Board meeting convened at 8:05 AM on October 16, in Boise, Idaho at the Transportation Department. The following principals were present:

Chuck Winder, Chairman  
 Mike P. Mitchell, Vice Chairman - District 2  
 John McHugh, Member - District 1  
 Monte C. McClure, Member - District 3  
 Leon E. Smith, Jr., Member - District 4  
 Neil Miller, Member - District 5  
 John X. Combo, Member - District 6  
 Sue S. Higgins, Secretary to the Board  
 Dwight Bower, Director  
 Jim Ross, Chief Engineer  
 Steve Parry, Chief Legal Counsel

September 18-19, 1995 Board Minutes. The minutes of the Board meeting held on September 18-19, 1995, were approved as corrected.

Board Meeting Dates. The following meeting dates were scheduled by the Board:  
 November 8-9, 1995 - Boise  
 December 11-12, 1995 - Boise

Consent Calendar. Member McHugh 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  
 TB95-59 approves the following items on the consent calendar: highway bids, with the exception of key 5715; condemnation of key 2627, parcels 29, 43, and 54; condemnation of key 3758, parcel 4; condemnation of key 1045, parcel 2; and deletion of Board Policy B-01-03, Incentive Awards.

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

BRF-5152(025), key 0598 - UPRR Overpass and Coeur d'Alene River Bridge, Kootenai County, District 1. Low bidder: D H Blattner and Sons, Inc., Avon, Minnesota - \$3,278,356.43.

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STM-1490(602) and STM-1490(603), keys 6101 and 6107 - Preston Streets and Jct. SH-34 to Massacre Monument, Franklin County, District 5. Low bidder: Intermountain Slurry Seal, Inc., Watsonville, California - \$332,397.57.

UST-51700, key 4944 - Underground Storage Tank at Wayan, Caribou County, District 5. Low bidder: E & G Contractors, Inc., Pocatello, Idaho - \$68,006.25.

STKP-1605, key 6169 - Sandpoint Yard, Bonner County, District 1. Low bidder: AAA Sweeping, Veradale, Washington - \$144,980.00.

STKP-1593, key 5842 - 40 Acres, Kootenai County, District 1. Low bidder: Interstate Concrete & Asphalt, Coeur d'Alene, Idaho - \$112,020.00.

2) Authority to condemn, project NH-F-3111(039), key 2627, parcels 29, 43, and 54, US-95, District 3.

3) Authority to condemn, project NH-F-3271(052), key 3758, parcel 4, SH-55, District 3.

4) Authority to condemn, project NH-F-2391(055), key 1045, parcel 2, US-30/93, District 4.

5) Deletion of Board Policy B-01-03, Incentive Awards. The corresponding Administrative Policy was deleted because it detailed the Incentive Award Program that was established by the former Governor and is no longer in effect. Also, current Department policies and procedures allow supervisors to recognize creative ideas and innovative job performances through salary increases, merit increases, or bonuses.

Highway Bid for STP-7622(101), Key 5715. The low bid on this project, the intersection of Main and Overland, SH-27 and US-30, Burley, Cassia County, District 4, was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate was based on prices from other roadway projects in the area and the Average Unit Price Report. The major difference was in item 656-A traffic signal installation, item SP-5 curb type A or C-4 modified, and item SP-006 gutter type A-11 modified. Previous signal projects in the area had the poles provided by the state. On this project, the contractor is to provide the poles. An upward adjustment can be made for the poles and increased costs for a tight intersection with restricted working space. The modified curb and the modified gutter are both special provision items with no historical unit price history. The modifications preclude the use of an extruding machine for placement of the curb or gutter. Hand placed forming significantly increases the cost for this work. The District does not believe that rebidding the project would bring significant change in the contract bids. The bidders are all local contractors and it would be difficult for a contractor from outside the area to mobilize any distance to come in and be competitive in bidding this project.

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The Board members believe the District should have included the poles in the estimate and could have done a better job estimating the bid. Discussion followed on the fact that a project with the low bid being more than ten percent over the engineer's estimate is presented to the Board almost on a monthly basis. The Board would like the Districts to do a better job of estimating projects and writing justifications when necessary. The Chief Engineer was asked to review the bid process statewide.

The Board concurred with staff's recommendation to award this bid. Low bidder: Gordon Paving Company, Inc., Burley, Idaho - \$396,153.46.

Board Policy B-14-02, Roadway Widths. This policy, along with the corresponding Administrative Policy, was revised to reflect current organizational responsibilities, to match other policies, and to clarify language usage and other references.

Vice Chairman Mitchell made a motion, seconded by Member McHugh, to approve the revisions to Board Policy B-14-02, Roadway Widths. The motion passed unanimously.

Board Policy B-06-07, Idaho Highway Map. This policy was updated to recognize the Memorandum of Understanding between the ITD and the Department of Commerce. The corresponding Administrative Policy was revised to update the assignment of responsibility to the Public Affairs Manager and the Division of Transportation Planning, and the guidelines were redefined to match current procedures.

Member Combo made a motion, seconded by Member McHugh, to approve the revisions to Board Policy B-06-07, Idaho Highway Map. The motion carried.

Board Items. Chairman Winder reported on a meeting with Member McClure, Representative Bivens, Public Transportation Advisory Council Vice Chair General Brooks, and Executive Director of Ada Planning Association Clair Bowman to discuss funding for public transportation. There is concern statewide on funding public transportation, particularly with the probable reduction in federal funds. The Board members were asked to help public transportation funding needs in the future.

Member Smith provided a summary on the employee survey conducted by the Board, with assistance from an outside consultant, in 1991. The Board believed that survey was productive and a number of changes resulted. It was the Board's intention to do a follow-up survey two years later, however, that survey was never completed.

Member Combo reiterated that the 1991 survey was very beneficial, but it was also quite time consuming. He questioned the timing of another survey.

The Department is currently working on a number of issues, according to Director Bower, including items for the legislative interim committee and internal issues identified in the Strategic Plan. He recommended completing another survey after the legislative session.

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Chairman Winder asked Jeff Stratten, Public Affairs Officer, to include the discussion on a follow-up employee survey in the Department's newsletter. The Board's plan is to revisit this issue next April.

Vice Chairman Mitchell reported on the status of the request for some of ITD's property in Lewiston to be used for a visitor's center. The District looked into this issue and decided it could allow a visitor's center at the location of the rose garden. Safety would not be compromised. A faction, including the city council, has since decided that it does not want to move the rose garden.

Director's Items. Staff has completed a review of the utility delays on the Cole/Overland project. The report concluded that ITD followed the proper procedures, however, whether enough time was allowed for the utility companies to complete their work is still an issue.

Regarding federal funding, Director Bower reported that a continuing resolution was passed. He added that a number of coalitions are forming now to address the new highway act in 1997, which, he believes will focus on the National Highway System. The five-state coalition Idaho belongs to is working on a position paper that addresses the rural issues.

Work is continuing on a formal agreement with Micron Technology, Inc. for the I-84, Isaac's Canyon interchange.

A value engineering team completed a review of the US-95, Goff Bridge project. The detour was redesigned, the risk factors were reduced, and costs were cut. The Director commended the team on the excellent job they performed on this review. The Department hopes to advertise this project at the beginning of the year and FHWA has given concurrence to hold the funds until then.

Director Bower met with the Aeronautics Advisory Board (AAB), including Bob Hoff, the recently-appointed member. A number of issues were discussed, including the relationship between the AAB, the Transportation Board, and the Department. Interviews for the Aeronautics Administrator position will be held early next month.

An agreement had been made earlier with the Idaho Department of Parks and Recreation (IDP&R) regarding Lake Coeur d'Alene Drive. ITD was to provide maintenance on this trail for the first two years, then IDP&R would seek maintenance funds from the legislature. Director Bower reported that the Division of Financial Management has turned down IDP&R's request for funds and IDP&R may turn to ITD for assistance.

The Director of the Department of Administration, Pam Ahrens, is open to discussions designating ITD to be responsible for its buildings. According to statute, ITD must work with the Division of Public Works. The bids for asbestos abatement in the west wing were opened recently and were under the estimate, according to Director Bower. The bids for remodeling the west wing have been advertised and will be opened in the beginning of November.

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The Director provided a list of areas that will be reviewed for efficiency measures. The evaluations will include considerations to re-engineer, downsize, eliminate, and privatize. This review process will be shared with the legislative interim committee. The Board members listed a number of areas where improvements have already been made and urged the Director to emphasize those areas as well.

Professional Agreements Report. Payments for engineering consultant agreements amounted to \$74,360.90 during September 1995 and general consultant agreements equalled \$54,741.00 for a grand total of \$129,101.90.

Jim Porter, Consultant Administrator Engineer, briefed the Board on the agreements and supplemental agreements procedures. The Department is reviewing the process and developing improvements. Considerations include a two-agreement procedure system, using milestones, consultant teams, incentives-disincentives, and remedying problems with local road projects.

Because Board Policy B-06-08, Professional Services Agreements, does not require Board approval for term agreements with a work task of up to \$250,000, Member Smith believes the Board is being avoided on a number of agreements. He would like to be kept apprised of supplemental agreements before they are implemented, instead of after the fact. Chairman Winder expressed concern regarding how agreements are being managed and requested a report from staff.

Internal Review Manager Carri Rosti reported that her office is in the process of reviewing contract procedures for professional agreements. Staff is also studying problems associated with supplemental agreements and is planning to provide a status report on the supplemental agreements at the November meeting with a full report hopefully in December. The procedures for the rest of the agreements will be presented early next year.

Information Systems' Business Plan. An Information Management Access Team (IMAT) was formed over a year ago to restructure the management and flow of information into an integrated environment to allow quick and easy access for use of that information in an on-line environment. Deputy Director Keith Bumsted said all five platforms currently in place were analyzed. The issues and limitations were reviewed and options proposed. IMAT's recommendation is to migrate to a client/server environment and phase out the Department's mainframe. A number of projects to be implemented in three phases were reviewed. The benefits of an enhanced information system, according to Deputy Director Bumsted, include increased funding for transportation systems and programs, decreased administrative and management costs, and more effective management.

Director Bower expressed appreciation to the Deputy Director and IMAT for the admirable job on the information systems review and plan. He stressed the long hours and hard work that went into this project.

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Vice Chairman Mitchell presided over the meeting in the absence of Chairman Winder.

*Movin' Idaho: Idaho Public Transportation Plan.* Public Transportation (PT) Administrator Larry Falkner reviewed the planning mandates for public transportation and the Division's mission. He reported that the Public Transportation Advisory Council (PTAC) adopted the public transportation plan on October 2, 1995.

PTAC Chair, Debra Gordon, stressed the grass roots involvement in this plan. She believes the communities' strong contributions makes this plan credible. *Movin' Idaho* was 100 percent public driven, according to PT staff member Sonna Lynn Lewis. Methods to receive comments included surveys, questionnaires, open meetings, and outreach.

General James Brooks, PTAC Vice Chair, said he has been researching public transportation funding. This issue is a major concern and he encouraged the Board to assist in this area. He added that the Interagency Working Group got off to a slow start, but he has agreed to be the coordinator and believes this group will be more active.

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

RES. NO.      WHEREAS, the Idaho State Legislature established Section 40-514, Idaho Code,  
TB95-60      in which the Public Transportation Advisory Council (PTAC) and the Regional  
Public Transportation Advisory Committees (RPTACs) were developed to  
facilitate a regional and statewide public transportation planning process; and

WHEREAS, the Idaho Public Transportation Plan, *Movin' Idaho*, responds to the needs of the citizens of the state of Idaho, as well as the respective regions, as identified through the numerous surveys, community outreach, public hearings and citizen comments; and

WHEREAS, *Movin' Idaho* is needs driven in its approach to planning and promotes the development of quality transportation systems that are coordinated and increases the efficiency of services from which the state can grow and develop public transportation resources as a viable transportation alternative for all persons; and

WHEREAS, *Movin' Idaho* attempts to address alternatives and concerns to highway congestion, safety, parking impediments, air quality issues, and general transportation concerns; and

WHEREAS, *Movin' Idaho* is an integral part of the Idaho Transportation Plan and reflects the goals and values stated therein; and

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WHEREAS, the PTAC endorsed *Movin' Idaho* as the Idaho Public Transportation Plan at its October 2, 1995 meeting and recommends acceptance by the Idaho Transportation Board.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves *Movin' Idaho* as the Idaho Public Transportation Plan.

Section 16 and 18 Funding Distribution Formula. At the August 1994 PTAC meeting, the members requested the Division of Public Transportation revise the method in which Section 16 and 18 funds are distributed. Staff presented a formula proposal based on district population at the June 1995 PTAC meeting. No consensus was reached among PTAC members concerning the proposed formula changes, and they requested staff meet with the transit providers to review the proposal and make recommendations to the Council.

In July, staff and the transit providers met with a mediator to discuss the formula. After extensive discussion, the providers approved the following formula provisions: based on district population; separate the Section 16 and 18 programs' funding distribution formulas; phase in the new Section 18 formula with no provider losing more than 10% of its percentage of the 1995 allocation in FY96; 20% in FY97; 50% in FY98 (losses are cumulative) and full implementation by FY99; and develop an appeal process.

All population data was based upon the 1990 census. This method of distribution mirrors that used by the Federal Transit Administration to disperse Section 16 and 18 funds nationally. The PTAC officially accepted the funding formulas as presented.

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

RES. NO. WHEREAS, the PTAC requested the Division of Public Transportation develop  
TB95-61 new funding distribution formulas for the Section 16 and 18 programs; and

WHEREAS, the PTAC requested Public Transportation and all transit providers to meet and review the Public Transportation staff's proposal and make recommendations to the Council; and

WHEREAS, on July 12, 1995, Public Transportation and Idaho's transit providers met with a mediator to discuss and reach consensus on the funding formulas; and

WHEREAS, consensus among the transit providers and Public Transportation was reached based upon the formula containing the following provisions:

- based on district population,
- separate the Section 16 and 18 programs' funding distribution formulas,
- phase in the new Section 18 formula with no provider losing more than 10% of the percentage of its 1995 allocation in FY96; 20% in FY97; 50% in FY98

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(losses are cumulative); and full implementation by FY99, and  
- develop an appeal process; and

WHEREAS, all population figures are based upon the 1990 census; and

WHEREAS, separate funding distribution formulas are used for the Section 16 and Section 18 programs; and

WHEREAS, this method for determining the funding formula is identical to that used by the Federal Transit Administration to distribute Section 16 and Section 18 funding nationally; and

WHEREAS, substantial cutbacks in federal funding jeopardize continued transit service in the Section 16 and 18 programs; and

WHEREAS, the formula provisions ensure quantifiable and equitable distribution of federal funding in response to impending federal funding cutbacks; and

WHEREAS, the PTAC met in regular session on October 2, 1995 in Boise to discuss and vote upon the revised funding formulas; and

WHEREAS, the PTAC approved the Section 16 and 18 funding distribution formulas as presented and recommended their use in distributing Federal Transit Administration funding in FY96.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the revised funding distribution formulas for the Section 16 and 18 programs, as presented, and authorizes the Public Transportation staff to use them in distributing Federal Transit Administration funding in FY96.

Public Transportation Advisory Council - Meeting Schedule. In September 1994, Board Policy B-28-02, Public Transportation Advisory Council (PTAC) and Regional Public Transportation Advisory Committees (RPTAC), was approved. This policy granted the PTAC authority to increase the number of times it meets from four to six per year. An evaluation of this meeting schedule was to be done at the end of the fiscal year to determine the necessity to continue meeting every other month rather than quarterly.

Because of the recent resignation of PTAC member Eugene Pyles, Member Combo questioned the attrition rate of members. General Brooks said the PTAC floundered initially because of the lack of leadership. Since Administrator Falkner came on board, he has provided direction and assistance with PTAC and the RPTACs' mission, goals, and objectives. These committees are time-consuming, and he believes this may also be reflected in the turnover rate.

The Board expressed appreciation to PTAC, the RPTACs, and Department staff for the work being done on transit issues.

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

RES. NO.      WHEREAS, on September 24, 1994 the Idaho Transportation Board approved  
TB95-62      Board Policy B-28-02, Public Transportation Advisory Council (PTAC) and  
Regional Public Transportation Advisory Committee (RPTAC); and

WHEREAS, Board Policy B-28-02 granted authority to the PTAC to extend their meeting schedule from four meetings per year to six; and

WHEREAS, this meeting schedule is to be evaluated at the end of the fiscal year to determine the necessity to continue meeting every other month rather than quarterly; and

WHEREAS, this evaluation is based upon the PTAC's ability to meet its goals and objectives; and

WHEREAS, the PTAC has met the following goals and objectives during the past year:

- adoption of a comprehensive, statewide Public Transportation Plan made up of six regional plans as recommended by the RPTACs,
- actively promote the development of a stable funding base and advise on legislation needed for a comprehensive public transportation network,
- work with the Interagency Group to develop a method to capture data needed to coordinate public transportation services and eliminate procedural and regulatory barriers to coordinated public transportation; and

WHEREAS the Public Transportation Administrator and PTAC members request that the six meetings per year be continued; and

WHEREAS, the PTAC is achieving its stated goals and objectives; and

WHEREAS, the six meetings per year allow the PTAC members and Public Transportation staff to meet, discuss and finalize recommendations on the future direction of public transportation in Idaho.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an extension for the PTAC to meet six times annually until September 30, 1996, at which time the schedule will be re-evaluated.

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Status of Scenic Byways Program. Rich Christensen, Chair of the Scenic Byway Advisory Committee, introduced the other committee members present. Jack Coe, Division Administrator, Federal Highway Administration, voiced support for the scenic byway program. The lack of match for scenic byway projects is a concern to him, as are the procedures. He asked for the Board's continued support for this program. Mary Gray, FHWA, explained the program, what funds are available, and what other ISTEA programs benefit this program. The goals are preservation and corridor development.

Committee member Bob Ford, representing the Department of Commerce, stressed the economic importance of the scenic byway program. Rural communities want to promote tourism and the scenic byways help get the tourists off the main road. Lorraine Roach represents the private sector on the committee. She also emphasized that the scenic byway program is an important economic tool and that highways are critical to rural economic development. With the 200th anniversary of the Lewis and Clark expedition approaching, she believes the Clearwater Canyons Scenic Route project on US-12 and SH-13 is very important.

The Board members thanked the committee for the presentation.

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

RES. NO.      WHEREAS, the Idaho Transportation Board established Idaho's Scenic Byway  
TB95-63      Program in November 1994; and

WHEREAS, Director's Memorandum No. 14 dated March 21, 1995, designated Idaho's Scenic Byways Advisory Committee as the responsible entity for advising the Board on scenic byway issues; and

WHEREAS, the Scenic Byways Advisory Committee has solicited projects from local governments and other interested entities; and

WHEREAS, the Committee has found it difficult to match federal scenic byways funds because 64 percent of Idaho's land area is federal public land for which the jurisdictional federal agencies should logically participate in providing match; and

WHEREAS, many of Idaho's scenic byways traverse federal public lands; and

WHEREAS, scenic byways have tourism and economic benefits to the state.

*NOW THEREFORE BE IT RESOLVED*, that based on the recommendation of the Scenic Byway Advisory Committee, the Idaho Transportation Board requests favorable consideration by the Federal Highway Administration for innovative funding for scenic byway projects wherein either there be 1) 100% federal scenic byway funding for Idaho's scenic byway projects and/or 2) that federal funds from other federal agencies could be used as the 20% required match.

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

RES. NO. WHEREAS, Section 1047 of the Intermodal Surface Transportation Efficiency  
TB95-64 Act of 1991 established a national scenic byways program; and

WHEREAS, \$14 million is available nationally for the development, protection, and improvement of state scenic byways; and

WHEREAS, Director's Memorandum No. 14 dated March 21, 1995, established Idaho's Scenic Byways Program and the Scenic Byways Advisory Committee; and

WHEREAS, the Scenic Byways Advisory Committee has reviewed and approved Idaho's FY96 scenic byway grant applications; and

WHEREAS, of the four projects that have been submitted, but not yet approved by FHWA for FY96 discretionary funding under the scenic byways program, the Corridor Management Plan for the Clearwater Canyon Scenic Byway (US-12/SH-13) has been approved by the Board; the Thousand Springs Corridor Management Plan (US-30/SH-50) has a guaranteed local match from Twin Falls County; and two are under consideration for innovative financing by the Federal Highway Administration listed as follows: \$427,875 for a series of enhancement projects along the Ponderosa Pine Scenic Byway (SH-21); and \$62,500 for the Payette River Scenic Byway Corridor Management Plan (SH-55).

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves funding for the Thousand Springs Corridor Management Plan; and contingent upon receipt of funds under the scenic byway program/innovative funding guidelines, funding for the two projects as outlined for FY96 innovative financing.

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

RES. NO. WHEREAS, the Idaho Transportation Board established Idaho's Scenic Byway  
TB95-65 Program in November 1994; and

WHEREAS, Director's Memorandum No. 14 dated March 21, 1995, designated Idaho's Scenic Byways Advisory Committee as the responsible entity for advising the Board on Scenic Byway issues; and

WHEREAS, there are currently no local or regional scenic byway organizational structures; and

WHEREAS, the six regional planning/economic development districts cover the entire state; and

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WHEREAS, the six regional planning/economic development districts have the administrative capacity to provide the technical assistance for promotion, coordination, and grant writing of scenic byway projects.

*NOW THEREFORE BE IT RESOLED*, that based on recommendation of the Scenic Byway Advisory Committee, the Idaho Transportation Board supports the designation of the six regional planning/economic development districts as the entities responsible for promotion, coordination, and grant writing for scenic byway projects.

Executive Session on Personnel Issues, Section 67-2345(h), Idaho Code. At 3:25 PM, Member Smith made a motion, seconded by Member Combo, to meet in executive session to discuss personnel issues. The motion passed unanimously.

The Board came out of executive session at 4:10 PM. No decisions were made.

WHEREUPON the Board meeting recessed at 4:10 PM.

October 17, 1995

The Transportation Board meeting reconvened at 8:05 AM at the Transportation Department in Boise on Tuesday, October 17, 1995. All members were present.

Delegation - Federal Aviation Administrator. David Hinson, Administrator, Federal Aviation Administration, met with the Board to discuss aviation issues. AAB member Harry Merrick was also present. The biggest constraint in airport development is and will be airport capacity, although Idaho has the luxury of time to deal with this issue. He believes there will be enormous growth in the aviation industry worldwide in the next 20 to 30 years, and that by the end of this century there will be a major shortage of commercial pilots.

Administrator Hinson is very supportive of back-country airports and believes all airports, including the back-country airports, are very important economically. Idaho has good airports and he encouraged the Board to carefully develop airports and consider long-range aviation issues. The Federal Aviation Administration is taking airport security very seriously. Administrator Hinson believes terrorist threats are very real and asked the Department to be understanding with the FAA's mandates and guidelines in this area. He concluded by thanking the Board members for their time and encouraged them to work with Idaho's congressional delegation on aviation issues.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 8:45 AM, Member Combo made a motion, seconded by Member Smith, to meet in executive session to discuss legal issues. The motion passed unanimously.

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The Board came out of executive session at 10:00 AM. No decisions were made.

The Board prepared a letter to the legislative interim committee for delivery by Director Bower. A copy of the letter is shown as Exhibit 150, which is made a part hereof with like effect.

Boise Urban Stages (BUS) Dedication Ceremony. Chairman Winder, and Members McHugh, McClure, Miller, Mitchell, and Smith attended the dedication ceremony for BUS's new compressed natural gas fueling station on South Orchard Street. Transportation was provided by BUS. Boise Mayor Coles expressed appreciation to the Transportation Board members and Department staff for the support they have provided to public transportation projects in the area.

After the dedication ceremony, the Board returned to the ITD Headquarters.

Meeting with Governor Philip E. Batt. Governor Batt said the cooperative project with Micron Technology, Inc. on the proposed I-84 Isaac's Canyon interchange is a commendable project. He believes the Department will have to rely more on the private sector for infrastructure projects. The infrastructure is very important and he expressed support for more funding for the system.

Chairman Winder thanked the Governor for his public support of ITD's needs. Governor Batt questioned those needs, and Director Bower responded that additional revenue would be dedicated to pavement, congestion, and bridges.

Chairman Winder welcomed Senator Evan Frasure and Representative JoAn Wood to the meeting.

Director Bower expressed concern that we administer 59 different license plate programs. Senator Frasure and Representative Wood admitted that this issue has gotten out of control and needs to be reviewed. The Governor wants ITD to recover its costs for license plates, and not subsidize the program. He offered his assistance on this matter.

Other topics discussed included becoming a more efficient Department, weight-distance tax, communication with the Department of Lands and the Department of Administration, and public transportation funding.

The interim committee has done a commendable job, according to Representative Wood. She would like to continue looking at ways ITD can be more efficient so as much money as possible can be put on roads. She thanked the Department for the excellent cooperation it has provided and said she wants to work together with the Board on issues.

Senator Frasure echoed the comments of working in consort with the Board. He said serving on the interim committee has been very enlightening and informative. The committee is looking at every potential solution to be more efficient, not only at ITD, but also at the local level.

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Chairman Winder thanked the Governor and legislators for their comments and attendance at the meeting.

The regular monthly Board meeting officially adjourned at 2:10 PM.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
November 8, 1995  
Boise, Idaho

October 17, 1995

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 8-9, 1995

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

Chuck Winder, Chairman  
 Mike P. Mitchell, Vice Chairman - District 2  
 John McHugh, Member - District 1  
 Monte C. McClure, Member - District 3  
 Leon E. Smith, Jr., Member - District 4  
 Neil Miller, Member - District 5  
 John X. Combo, Member - District 6  
 Sue S. Higgins, Secretary to the Board  
 Dwight Bower, Director  
 Monte Fiala, Acting Chief Engineer  
 Steve Parry, Chief Legal Counsel

October 16-17, 1995 Board Minutes. The minutes of the Board meeting held on October 16-17, 1995, were approved as corrected.

Board Meeting Dates. The following meeting dates were scheduled by the Board:  
 December 11-12, 1995 - Boise  
 January 25-26, 1996 - Boise (tentative dates)  
 February 22-23, 1996 - Boise (tentative dates)

Consent Calendar. Member 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  
 TB95-65 approves the following items on the consent calendar: highway bids, with the exception of key number R101; quarterly returned check report; and professional agreements report.

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

NH-F-5115(029), key 1626 - Worley South, US-95, Kootenai County, District 1. Low bidder: Steelman-Duff, Inc., Clarkston, Washington - \$2,594,179.75.

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STKP-3675 and STKP-3666, keys 6176 and 5485 - New Plymouth and Black Canyon, and Parma; Payette and Canyon Counties; District 3. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$256,418.00.

NH-2390(113) and NH-7242(100), keys 5935 and 5931 - Addison Avenue West and Second Avenue North and East, Twin Falls, Twin Falls County, District 4. Low bidder: Gordon Paving Company, Inc., Burley, Idaho - \$686,695.76.

2) Quarterly returned check report. The value of returned checks in the first quarter of FY96 totaled \$7,279.90, or .0551%. The Department collected \$5,890.47 for a collection rate of 80.91%.

3) Professional agreements report. Payments for engineering consultant agreements amounted to \$142,915.46 during October 1995 and general consultant agreements equalled \$47,018.00 for a grand total of \$189,933.46.

Board Items. Members Smith and Miller attended the AASHTO conference in Norfolk, Virginia last month. At the boards and commissions meeting, discussion focused on demonstration projects. Member Smith reported that the federal government is contemplating a 15 percent reduction in demonstration funds. The possible replacement of the donor/donee distribution formula with a dollar for dollar distribution was also addressed. Member Smith added that emphasis is on privatization, particularly with maintenance activities. He directed staff to contact other agencies that have privatized maintenance activities and report their experiences to the Board.

Member Miller reported on Wisconsin's pavement warranty program and North Carolina's pre-bid construction review, as presented at AASHTO. Vice Chairman Mitchell questioned pre-qualifying contractors. Chairman Winder asked staff to brief the Board on pre-qualification, innovative contracting, and possible alternatives the Department has.

The North Idaho Chamber of Commerce is proposing the creation of a state Highway Construction Account dedicated to improving US-95 from the Canadian border to the Oregon border. The Board members reviewed a brochure on this subject. Because of the economic importance of US-95, Vice Chairman Mitchell believes the Department of Commerce should be involved in this issue. Some members stated the need to get more support for US-95. North Idaho strongly supports focusing on US-95, however, this highway impacts southern Idaho as well, and the southern portion of the state needs to promote US-95 too.

Member Smith believes there will be a serious shortfall of funding at the national level and alternative financing will need to be explored. He asked staff to study a project to determine the viability of a private project. Chairman Winder asked that a step-by-step approach on how to do this study be presented next month.

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Request for Technical Proposals for Idaho Technology Transfer (T2) Program. In response to improve efficiency and provide a more superior service to the tax payer, the Department believes the Idaho T2 Center would be better served by a university with an engineering extension-type program. A university program could successfully help local governments technically, as well as operationally. Additionally, the university environment has the resources and the facilities to provide training and technical assistance to the local governments. The T2 Center Advisory Committee will assist in preparing and reviewing the requests for proposals. The budget for the T2 Center for calendar year 1995 is \$223,750.

Chairman Winder questioned the membership of the Advisory Committee. He stated some of the local agencies would like more involvement. Staff is to prepare a brief history on the T2 Center Advisory Committee.

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

RES. NO. WHEREAS, United States law states in U.S.C. 326(b)(3) that the Idaho  
TB95-66 Technology Transfer (T2) Center be established in cooperation with a state  
transportation agency or a university; and

WHEREAS, in an effort to better serve the taxpayer, ITD is reducing staff; and

WHEREAS, the law prohibits the privatization of the T2 Center.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Department will solicit requests for proposals from the universities in the state of Idaho for the accomplishment of some T2 activities.

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board authorizes staff to negotiate a professional agreement with the selected university, and that the agreement shall provide for ITD oversight and shall describe the Advisory Committee's role.

**Director's Items.** Attorney General Lance has signed a revised memorandum of understanding (MOU) regarding the Department's deputy attorneys. The MOU does not address ITD's ability to transfer or terminate employment of an attorney, nor the hiring of outside counsel.

Vice Chairman Mitchell made a motion, seconded by Member Smith, to authorize the chairman to sign the MOU with the Attorney General's office and submit a transmittal letter outlining the two concerns noted above. The motion passed unopposed.

Members Smith and Miller and Director Bower met with Tony Kane, Executive Director, Federal Highway Administration, at the recent AASHTO meeting. Director Bower

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briefed Executive Director Kane on the status of Idaho's demonstration projects, the discretionary application for the Wye Interchange project, and the importance of the National Highway System (NHS).

Director Bower stated he will be attending a National Quality Initiative meeting, which he chairs, in Virginia next week.

At the national level, the House and Senate are still debating the NHS. The appropriations bill has been finalized. After it is engrossed, it will be sent to the President for signature. The federal government is currently functioning on a continuing resolution, which expires November 13.

The Attorney General has ruled that it is unconstitutional for state employees to be "loaned" to United Way to work on its annual fund-raising campaign. The Department's staff member who had been assisting with this campaign has returned to ITD.

The Department has responded proactively to concerns on railroad crossing safety as a result of a recent accident in Illinois involving a train hitting a school bus at a railroad grade crossing where a highway traffic signal was preempted by the train movement. Shortly after the accident, staff began compiling a list of locations in Idaho where traffic signals have railroad preemption installed. Both the division office of the FHWA and the region office of the Federal Railroad Administration (FRA) were contacted to determine what action would be required.

Idaho has twenty-three railroad crossings that have traffic signals with railroad preemption, and five different railroad companies have ownership of the crossings. ITD is planning to meet with representatives from these companies, plus FRA and FHWA. Staff is in the process of studying advanced warning times at crossings with railroad preemption. The results of this survey will be presented to the Board.

Replacement of TB95-63, Scenic Byway Program. At the October 1995 meeting, the Board approved a resolution requesting favorable consideration by the FHWA for innovative funding for scenic byway projects wherein either there be 100% federal scenic byway funding for Idaho's scenic byway projects and/or that federal funds from other federal agencies could be used as the 20% required match. Since that time, staff determined it would take congressional action to allow such innovative funding.

Member Miller made a motion, seconded by Member McHugh, and passed unopposed, to approve the following resolution to replace TB95-63:

RES. NO.      WHEREAS, the Idaho Transportation Board established Idaho's Scenic Byway  
TB95-67      Program in November 1994; and

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WHEREAS, Director's Memorandum No. 14 dated March 21, 1995, designated Idaho's Scenic Byways Advisory Committee as the responsible entity for advising the Board on Scenic Byway issues; and

WHEREAS, the Scenic Byways Advisory Committee has solicited projects from local governments and other interested entities; and

WHEREAS, the Committee has found it difficult to match federal scenic byway funds because 64 percent of Idaho's land area is federal public lands for which the jurisdictional federal agencies should logically participate in providing match; and

WHEREAS, many of Idaho's Scenic Byways traverse federal public lands; and

WHEREAS, Scenic Byways have tourism and economic benefits to the state.

*NOW THEREFORE BE IT RESOLVED*, that based on recommendation of the Scenic Byway Advisory Committee, the Idaho Transportation Board requests favorable consideration by the Federal Highway Administration for innovative funding for Scenic Byway projects wherein state funded projects, in the vicinity of the Scenic Byway Projects, can be used as the match for federal Scenic Byway funds.

Status of Supplemental Agreements Review. Internal Review Manager Carri Rosti updated the Board on the process and status of this review. Her staff is working with the Roadway Design Section on this project. Four agreements are being analyzed, as examples, to determine why supplements were issued. The final report should be presented in December.

Consultant Administrator Engineer Jim Porter said the Consultant Administration Quality Team has held one meeting. He provided the team's goals.

Payback of Federal Funds under Board Policy B-11-03, Transportation Enhancement Program. At the Board's request, staff examined the fiscal impact to local agencies of dropping Enhancement projects from the Highway Development Program as outlined in Board Policy. This policy was established to encourage timely project development by local sponsors because a number of local projects have been delayed.

Holding local agencies responsible for paying back expended federal funds is the standard practice for any locally-sponsored project that is withdrawn or removed by the local sponsor from the Highway Development Program. However, the Enhancement Program policy creates a different situation because a delayed project will be dropped from the program even though the local sponsor may want to continue to develop the project. Local responsibility for payback of funds is based on: historical practice of holding local agencies responsible for their own projects; the state/local agreement for preliminary engineering required for every local federal-aid project

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which denies any guarantee of federal funding for the project, either stated or implied; and Idaho Code limitation on use of the state portion of highway user revenues for the state highway system only.

Payback of federal funds used for preliminary engineering or right-of-way acquisition is required if right-of-way acquisition or project construction does not start in a timely manner. This is a condition of each project agreement with the FHWA.

The funds which local agencies will eventually need to pay to ITD for repayment to FHWA will be the funds already reimbursed to the local agencies. This amount is typically minimal for preliminary engineering because the local agency's costs for preliminary engineering are credited toward the local match funding, which is not reimbursed. However, the local agency will not be reimbursed for the funds which are already expended. Future state/local agreements will be revised to clarify this issue. Vice Chairman Mitchell asked that the Board review the amended agreement before it is implemented.

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

RES. NO.      WHEREAS, the Transportation Enhancement Program Board Policy, B-11-03,  
TB95-68      was established to encourage the timely development of projects by local sponsors;  
and

WHEREAS, fifteen of twenty-three projects programmed for FY 1995 under the Transportation Enhancement Program delayed due to lack of progress in project development; and

WHEREAS, all of the projects which were delayed had been in the approved program for at least two years; and

WHEREAS, preliminary engineering costs on local Enhancement projects have been disallowed under Board Policy B-19-10; and

WHEREAS, the state portion of Idaho highway user revenues must be used on the state highway system in accordance with Idaho Code; and

WHEREAS, the funds under discussion comprise only eight-tenths of one percent of the programmed funds; and

WHEREAS, the Chief Engineer may grant an exception to Board Policy B-11-03 for any project which is nearly ready for contracting.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board supports the position that local sponsoring agencies are responsible for any

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incurred costs or repayment of funds as appropriate when a project is dropped from the Highway Development Program due to lack of readiness or failure to complete the project.

*BE IT FURTHER RESOLVED*, that during the general review of the policies for the Enhancement and Congestion Mitigation/Air Quality programs in January, 1996, staff is instructed to amend Board Policy B-11-03, Transportation Enhancement Program, to include local responsibility to pay back reimbursed funds in the event a project is dropped from the program.

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board authorizes staff in future State/Local Preliminary Engineering Agreements to clarify the local agency's responsibility to repay reimbursed funds in the event a project is dropped from the Highway Development Program.

Continued Funding of the Highway Development Program. Several actions by the FHWA and by Congress are affecting the receipt of federal funds. ITD has remaining FY96 obligation authority of \$4.4 million available through November 13. Unless the President signs the transportation appropriations bill, or a new continuing resolution is passed, the current continuing resolution will expire and no further federal-aid obligation authority will be available. Additionally, without passage of the NHS designation legislation, the Department does not have Interstate Maintenance or NHS apportionments available to obligate all or even part of the final stage of the Cole/Overland Interchange project. District 3 estimates that payment will be \$3 million through December 1. Also, several new Interstate Maintenance and NHS projects in the Program need funds to obligate preliminary engineering so District personnel can begin work on these projects.

Staff explained several funding alternatives available to continue federal-aid funding. FHWA Division Administrator Coe said the recommendation to obligate available Surface Transportation Program (STP) funds until the NHS is passed, then replace the STP funds with Interstate Maintenance or NHS funds is acceptable. Director Bower added that he discussed this issue with FHWA Executive Director Kane and he also approved this recommendation.

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

RES. NO.      WHEREAS, the passage of the NHS funding bill is uncertain; and  
TB95-69

WHEREAS, the passage of the budget reconciliation bill is uncertain; and

WHEREAS, the Department needs to continue on-going construction of federal-aid projects; and

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WHEREAS, the Department needs to assure timely development of highway projects.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes staff to temporarily obligate available FY 1996 Surface Transportation Program Federal-aid apportionment to assure continued construction and Federal-aid reimbursement on the Cole/Overland Interchange project.

Right-of-Way Presentation. Leonard Hill, Right-of-Way Manager, briefed the Board on his section's roles and responsibilities, including real property management, and constraints on selling and trading land. Some of the needs of the Right-of-Way Section include an automated accounts receivable system, the ability to sell property below the appraised price, a better method to take care of surplus property, and an accurate inventory of all property. Mr. Hill added that work is continuing on corridor preservation and staff hopes to have a report to the Board on this issue in a month or two.

At the recent AASHTO meeting, Member Smith learned that Virginia only pays relocation costs for commercial property. He asked Mr. Hill to explore the feasibility of such legislation in Idaho.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 11:45 AM, Member Smith made a motion, seconded by Member Combo, 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.

Highway Development Program Supplemental 96-1. An updated comparison of available funding versus programmed projects reflecting proposed changes, a balance statement for the state-funded un-allocated account, and selected program sheets reflecting recently identified project cost corrections plus recommended funding adjustments to the state-funded program were reviewed. Following Board approval of the FY 1996-2000 Highway Development Program in September, staff proceeded with a detailed review and final approval of individual project revisions and proposals. During this review, cost changes and corrections were identified.

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

RES. NO.      WHEREAS, it is in the public's interest for the Department to publish and  
TB95-70      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

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

WHEREAS, projects which delay beyond their scheduled year of contracting delay other state and local projects and jeopardize effective utilization of available public highway funds; and

WHEREAS, the Transportation Board has remaining FY 1996 un-allocated State Highway Funds available for urgently needed projects on the State Highway System.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the changes to the FY 1996-2000 Highway Development Program itemized and explained in Highway Development Program Supplement 96-1, as shown in Exhibit 151 which is made a part hereof with like effect.

Status Report on Bannock County's Demonstration Project, I-15, Clark Street Interchange to Pocatello Creek Interchange, District 5. Consultants have been solicited to design this project, according to Roadway Design Engineer Loren Thomas. The consultant list has been narrowed to three and staff hopes to award the contract by the beginning of December. This contract will be negotiated in two parts: carry project through approved concept and establish a scope of work; and design the project from the scope of work. Part two will be negotiated upon completion of part one. District personnel continues to work with the locals on funding alternatives.

Delegation - Bannock Planning Organization (BPO). Mori Byington, BPO Traffic Planning Director, reported that the Pocatello City Council, at its October meeting, decided the city would be the local sponsor of the off-system portion for the Pocatello area congestion relief demonstration project and would work with the Department to develop a city/state agreement. Before such an agreement can be executed, the funding for the local match must be secured. The local system includes widening Center Street to five lanes; modifying Clark Street to handle the dual off ramps; and widening Pocatello Creek Road to seven lanes from the interchange to Olympus Drive. The local match is estimated at \$500,000.

Mr. Byington explained BPO's proposals to provide the match required for the project. One option is to approach the state legislature to secure \$2.5 million. If that fails, the city of Pocatello would match the funds for the sections of the project that are on the local system by seeking legislation in conjunction with the Association of Idaho Cities to raise the fuel tax by three cents, allowing cities to use the additional gas tax revenue for road maintenance, repair, and match of federal projects; or requesting that ITD exchange federal Surface Transportation Program Urban funds for state funds on a one-time basis.

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Member Miller made a motion, seconded by Member McClure, to authorize staff to proceed with hiring a consultant and to use state funds in conjunction with matching funds from the city of Pocatello for this project.

Vice Chairman Mitchell made a substitute motion authorizing staff to proceed with hiring a consultant for this demonstration project. Member Smith seconded the motion and it passed unanimously.

Discussion followed on the current motion. Members Smith, Combo, and McHugh do not believe the Department can commit approximately \$2 million in matching funds for the project at this time. Member Miller questioned the urgency to proceed with this project in light of funding cuts at the national level and probable reduction in demonstration funds. Because staff has been authorized to proceed with hiring a consultant and work will continue on the project, Member Miller withdrew his motion.

Member Combo made a motion to provide assistance to the Bannock Planning Organization if a commitment from the Organization that it will raise the necessary funds for the off-system portion of the project is received. Member Miller seconded the motion and it passed unopposed.

Chairman Winder welcomed Senator Cecil Ingram and Representative Dave Bivens to the meeting.

Delegation - Paul Sudmeier, Idaho Motor Transport Association (IMTA). Mr. Sudmeier thanked the Board for the opportunity to share some of the trucking industries' issues. The abolishment of the ton-mile tax is currently on IMTA's agenda. Mr. Sudmeier believes the Department would have more money for highways because some full-time positions could be eliminated while the Department receives the same revenue. He believes a more efficient form of taxation should be used; one that's easier for both the truckers and ITD to administer.

Another issue is to increase the gross weights in Idaho. An increase would reduce the number of vehicles on the roads; reduce the weight per axle; reduce highway construction costs; and facilitate multi-state highway transportation agreements. This change would also be a step closer to the CANAMEX agreement, which would be economically beneficial. Mr. Sudmeier urged the Board members to support increasing truck operating weights.

IMTA also supports the creation of a one-stop shop. This could be done if the Public Utilities Commission's (PUC) remaining truck regulatory responsibilities are moved to agencies that can more effectively monitor the industry. According to Mr. Sudmeier, two main trucking responsibilities remain under the PUC: safety inspections, which the State Police would assume, and insurance filing, which he encouraged ITD to take responsibility for.

Chairman Winder thanked Mr. Sudmeier for the information.

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Award Presentation. Director Bower presented a plaque to District 3 and Division of Aeronautics employees on behalf of the Forest Service. These employees provided assistance during the 1994 forest fire in the Payette National Forest. In a letter to the Department, the Forest Supervisor stated "members of ITD dropped other commitments to help fight these fires. Your expertise was top notch, your attitudes great, your sacrifice substantial, and your cooperation exceptional. We cannot adequately express the debt we owe you for your efforts."

Employees present to receive the award were Ray Glidden, Dick Powell, Jack Gant, Charles Vipperman, Vada Spracklin, and Stan Schwanz. The Board members thanked them for their service and extra efforts.

Possible Funding Options for Public Transportation. Public Transportation Administrator Larry Falkner introduced Representative Bivens; General Brooks, Public Transportation Advisory Council Vice Chairman; and Debbie Ruggles, Boise Urban Stages (BUS) Manager. A higher emphasis is being placed on public transportation because of growth, increased congestion, a concern for safety, and a desire for improved air quality, according to Administrator Falkner. With pending federal transit funding cuts, it is imperative to seek alternative funds to maintain or improve the current level of service. He commended BUS for its growing ridership and stated it was ranked third nationally for the highest percentage of ridership increases for transit systems for the first six months of 1995.

Administrator Falkner requested the Board's commitment and direction on the role public transportation should play and possible funding options.

Delegation - Jim Vining, Trans IV Director. Mr. Vining expressed appreciation to the Division of Public Transportation (PT) and others for their efforts in obtaining state funds. The miles on Trans IV's transit system have increased, however, funds are not available to continue at the current level.

Mr. Vining believes the new distribution formula for section 18 programs should be based on level of service, not population, as recently approved by the Board. He stated that Trans IV would lose approximately 26% of its funds under the new formula. A method to distribute funds on a performance system with an evaluation to measure efficiency should be used. He would like to work with ITD on a new distribution formula.

Member Smith said when the Board approved the new distribution formula last month, the members believed no provider would lose more than 10% of its FY95 allocation. He questioned Mr. Vining's percentage. According to Mr. Vining, General Brooks and the PT staff recalculated the new formula and found the information provided to the Board at the October meeting to be inaccurate.

BUS Manager Ruggles said the Urban transit system funding distribution is based on population and density. It is important to focus on needs and she thinks a needs assessment

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should be completed. Although she is concerned with the health of all providers, she believes the distribution formula should be based on population.

Mr. Vining reiterated his service is very rural and covers over 40 miles. The distribution formula needs to provide a provision for efficiency. He thanked the Board members for their time and asked them to review the new formula.

Because of the confusion on whether the PTAC was unanimous in its approval of the new funding distribution formula, Member Smith would like to investigate this issue with the PTAC representative from District 4. Member Smith made a motion, seconded by Member Combo, to hold implementation of TB95-61, in abeyance until next month.

Last month the Board was told there was unanimous approval for the new formula. Member McClure asked how many times this issue will be revisited. Because the percentages of funding losses may have been inaccurate when presented last month, Member Combo asked for the correct figures. According to Director Bower, the focus should be on percentages, not dollar amounts, because there will probably be reductions at the federal level, but those figures aren't known.

Chairman Winder said the intent of the distribution formula is not to penalize any provider. He suggested this issue be revisited when the Department has more information on the federal funding level. Staff is to provide information on the potential federal reductions and the impacts to the transit providers in terms of percentages.

The motion passed four to two.

Chairman Winder also asked staff to determine possible funding alternatives for public transportation to discuss at the next meeting. Vice Chairman Mitchell requested information on how other states fund transit programs.

Highway Bid, RA-1-1, Key R101. Vice Chairman Mitchell asked for information on last year's maintenance contract on the Huetter Rest Area, Huetter Port-of-Entry Building, and Hoodoo Creek Rest Area in Kootenai and Bonner Counties, District 1. Acting Chief Engineer Fiala provided a comparison of the 1994-95 contract prices and explained the additional work incorporated into this year's contract.

Member McHugh made a motion, seconded by Member McClure, to award the two-year contract on project RA-1-1, key R101. The motion carried four to two. Low bidder: L & L, Inc., Orem, Utah - \$188,936.00.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 4:20 PM, Vice Chairman Mitchell 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 5:30 PM. No decisions were made.

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

RES. NO. WHEREAS, Micron Technology, Inc., has offered to pay \$5 million to help  
TB95-71 . pay for a freeway interchange on I-84, known as the Isaac Canyon Interchange project; and

WHEREAS, the Transportation Department has programmed \$5.3 million of federal-aid highway funds for Fiscal Year 1996; and

WHEREAS, the Department and Micron Technology, Inc., have negotiated a cooperative agreement assigning tasks and responsibilities to both parties.

*NOW THEREFORE BE IT RESOLVED*, that the Director of the Idaho Transportation Department is authorized to execute the agreement with Micron Technology, Inc.

Vice Chairman Mitchell made a motion, seconded by Member Smith, to authorize the Director to appoint Jimmy Conder as the Administrator of the Division of Aeronautics. The motion passed unopposed.

Member McHugh made a motion, seconded by Member Miller, to authorize staff to proceed with settlement on the Granden property for the Eagle alternate route, SH-44, District 3, in the amount of \$300,000. The motion passed unanimously.

WHEREUPON the Board meeting recessed at 5:35 PM.

November 9, 1995

The Transportation Board meeting reconvened at 7:30 AM at the Transportation Department in Boise on Thursday, November 9, 1995. All members were present except Member Smith.

The Board, appropriate staff, Representative Bivens, District Engineer LeRoy Meyer, and Assistant District Engineer Jeff Miles, departed Boise via SH-55 north.

Delegation - Jose Quijas. Approximately one year ago, Mr. Quijas requested an approach on SH-55 in Horseshoe Bend. The Board directed him to work with the adjoining property owner for a consensus on one 40-foot approach to serve both properties. This issue has not been resolved and Mr. Quijas asked the Board for further consideration for an approach to his property.

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The Board viewed the property and took the request under advisement.

The group continued north on SH-55 to McCall. Representative Hornbeck, and property owners Gordon Titus and Gil Holm viewed the proposed McCall alternate route with the group.

The Board returned to Boise via SH-55 south. DE Meyer briefed the Board on the status of the I-84B, Wilson Drain to Karcher project and the recent Ada County Highway District's Bench to Valley study. This report proposes an interchange at Five Mile and I-84. Vice Chairman Mitchell requested a cost analysis on the recent and proposed projects to alleviate traffic problems on I-84 in the Boise area. Chairman Winder also asked for a position on the proposed Five Mile interchange project and the impacts that recommendation has on the state highway system.

The group returned to Boise at 3:05 PM, whereupon the regular monthly Board meeting officially adjourned.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
December 11, 1995  
Boise, Idaho

November 9, 1995

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 11-12, 1995

The regular session of the Transportation Board meeting convened at 8:10 AM on December 11, in Boise, Idaho at the Transportation Department. The following principals were present:

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

November 8-9, 1995 Board Minutes. The Board approved the minutes of the Board meeting held on November 8-9, 1995.

Board Meeting Dates. The following meeting dates were scheduled by the Board:  
 January 25-26, 1996 - Boise  
 February 22-23, 1996 - Boise  
 March 14-15, 1996 - Boise

Consent Calendar. Member 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 approves  
 TB95-72 the following items on the consent calendar: highway bids; condemnation of key 2219, parcel 1; condemnation of key 4784, parcel 4; annual report of district sign status; quarterly report on fiscal year program obligations; certification of revenue and disbursements; and professional agreements report.

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

STKP-3676, key 6177 - Simco Road and Mountain Home, Elmore County, District 3. The low bid was more than 25 percent under the engineer's estimate, requiring justification.

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The engineer's estimate was based on a contractor having to mobilize, crush, and haul the sanding material to the stockpile sites. The gradation requirement for this material is less restrictive than in the past, so staff had no history for estimating. The apparent low bidder is currently crushing course concrete aggregate and considers anti-skid materials a by-product. This would eliminate mobilization and the crushing of the sanding material and leave just the loading, hauling, and placing of material. Additionally, the number of bidders indicates that contractors doing this type of work are not busy at this time, which contributes to competitive bidding.

The Board concurred with staff's recommendation to award this bid. Low bidder: Nelson Construction, Company, Boise, Idaho - \$147,850.00.

STP-IM-84-3(043)165 and STP-IM-84-3(042)128, keys 4854 and 4853 - West Jerome to Jct. US-93 and East Snake River to West Bliss, I-84, Jerome, Elmore, and Gooding Counties, District 4. Low bidder: Kloepfer Inc., Paul, Idaho - \$678,393.57.

STP-84-3(048)208, key 5769 - Burley Interchange (landscaping), Minidoka County, District 4. The low bid was more than 10 percent over the engineer's estimate, requiring justification. The estimate was developed using average unit prices for highway related items, historical background and local inquiries for landscape items, and adjustments made based on smaller quantities. Some special provision items had no historical background to draw from. A review of the bid items shows the design and construct irrigation system accounted for the majority of the overage.

The District believes the contract proposal can be re-written to provide more detail and understanding and the plans can be modified to reduce the quantities, while at the same time not sacrificing the aesthetic values of the project. Re-advertisement would not cause a delay in the construction of the project. The Board concurred with staff's recommendation to reject the bids and readvertise the project in February of 1996.

- 2) Authority to condemn, project BRF-5141(006), key 2219, parcel 1, SH-5, District 1.
- 3) Authority to condemn, project NH-F-2390(101), key 4784, parcel 4, US-30/93, District 4.
- 4) Quarterly report for program obligations. All federal-aid funds were expended in FY95. The Board reviewed the projections for FY96.
- 5) Sign status report for October 1994 through September 1995.
- 6) Certification of revenue and disbursements from July 1, 1994 through June 30, 1995, as shown in Exhibit 152 which is made a part hereof with like effect.

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7) Professional agreements reports. Payments for engineering consultant agreements amounted to \$89,620.27 during November 1995 and general consultant agreements equalled \$109,767.00 for a grand total of \$199,387.27.

Additional Bids. Vice Chairman Mitchell made a motion, seconded by Member McHugh, to approve the additional highway bids. The motion passed unanimously.

NH-5110(105) and ST-5110(629), keys 5926 and 6149 - Ohio Match Road to Kootenai County Line and Careywood North to Cocolalla, US-95, Kootenai and Bonner Counties, District 1. Low bidder: Inland Asphalt Company, Spokane, Washington - \$1,949,933.40.

STKP-1606, key 6259 - Santa and St. Maries, Benewah County, District 1. The low bid was more than ten percent over the engineer's estimate, requiring justification. Staff believes it will be able to get through the winter with the present stockpile resources, and recommends rejecting the bids received. The District prefers and anticipates a production stockpile next year for the crushing and stockpiling of anti-skid materials that will be needed in the Santa/St. Maries areas for the winter of 1996-97.

The Board concurred with staff's recommendation to reject the award of this contract.

STPG-RRP-7923(100), key 4798 - Linden Street, Caldwell, Canyon County, District 3. Low bidder: Idaho Sand and Gravel Company, Inc., - \$76,908.97.

STP-3813(100), key 5954 - I-84B, Exit 90 to McMurtry Road and Aguirre Road to Exit 99, Elmore County, District 3. Low bidder: Western Construction, Inc., Boise, Idaho - \$489,902.60.

NH-2350(100), key 5932 - Carey East to Butte County Line, US-93, Blaine County, District 4. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$621,591.30.

UST-41900, key 6172 - Underground Storage Tank at Rupert Maintenance Yard, Minidoka County, District 4. The low bid was more than ten percent over the engineer's estimate, requiring justification. The engineer's estimate for SP-1 was established on equipment rental to move and set the tanks only. The estimate for SP-3 was based on a recent contract price in which three card readers were purchased at a discount. There was no supplier discount for one card reader on this project. Since all three bids were within 12 percent of one another, the District does not believe rebidding the project would save money. If anything, it may increase the supplier's costs, therefore, staff recommends that the low bid be awarded.

The Board concurred with staff's recommendation to award the low bid. Low bidder: Leonard Petroleum Equipment, Twin Falls, Idaho - \$30,398.91.

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IM-15-1(112)66, key 4473 - South Fifth Interchange to Pocatello Creek Interchange, Bannock County, District 5. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$1,146,800.85.

IM-15-3(078)113, key 4475 - South Idaho Falls Interchange, I-15, Bonneville County, District 6. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$1,098,694.75.

STPG-RRP-7326(101) and STPG-RRP-7326(100), keys 5151 and 5150 - Elm Street, Idaho Falls and Ash Street, Idaho Falls, Bonneville County, District 6. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$154,992.00.

Board Items. The Board members asked that different Sections of the Department be scheduled to present overviews of their roles and responsibilities. Tours of various Sections should be included as part of the Board meetings at Headquarters, and when the Board is on tour, visits to maintenance stations should be incorporated in the itinerary.

In discussions with contractors, Member Miller has learned that aggregate sources are a major factor in bids. He asked what other factors influence the bids. He also asked if highways are designed with 53' trailers in mind. At a new railroad approach approximately four miles north of Blackfoot, the guardrail is so close to the road that trucks are having difficulty turning at that intersection. He requested a presentation from the Roadway Design Section on the design process and whether long trailers are considered in the design.

Member Smith questioned the status of I-84 between the Mountain Home exits. Because of the poor pavement condition, he asked for a report on this stretch of highway. He also mentioned that frost heaves have damaged US-95 south of Marsing. Staff is to provide options, including costs, to repair this segment of US-95.

Last week Chairman Winder and Director Bower met with the Coeur d'Alene Chamber of Commerce and other officials in Coeur d'Alene. The focus of the meeting was US-95 and related transportation solutions. Because of the economic and social significance of US-95, Chairman Winder believes the Department should develop a plan to improve this highway over the next ten years.

Discussion followed on Jose Quijas's request for an access to SH-55 in Horseshoe Bend. Mr. Quijas's initial request was presented to the Board in November 1994. At that time, the Board encouraged him to acquire an easement from the Masonic Temple and use its access. Since then, Mr. Quijas requested assistance from Governor Batt on this matter, resulting in the Board revisiting the issue.

As part of the District 3 tour last month, the Board stopped in Horseshoe Bend to meet with Mr. Quijas and view his property. Safety of the traveling public was the Board's main concern. The Board believes Mr. Quijas has other options for an access, such as an entrance

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through his son's property, access to the street to the north, or by constructing a driveway from the road that serves his son's home.

Member McHugh made a motion, seconded by Member Miller, to deny Mr. Quijas's request for access to SH-55 in Horseshoe Bend. The motion passed unopposed.

Director's Report. The Legislative Interim Committee has outlined a number of recommendations for the Department to ensure ITD is operating as efficiently as possible. Staff is in the process of reviewing and analyzing these recommendations. The Board questioned the time and money staff has spent on issues from the interim committee and answering questions. Staff is to provide an estimate on the hours and money put into this committee.

Director Bower introduced the recently-appointed Division of Aeronautics Administrator (AA) Jim Conder. AA Conder joined the staff last week, although he was employed in the Division a number of years ago as chief pilot. He has approximately 43 years of experience in the aviation industry, including the private sector and military. The Board welcomed AA Conder to the Department.

The federal appropriations bill has been passed. The Department will receive approximately \$17 million less than estimated. Staff will review the program and bring recommended adjustments back to the Board.

Review of Joint Finance and Appropriations Committee (JFAC) Budget Presentation and Joint Germane Committee Meeting. The Department is working on its presentation to the Joint Germane Committee and JFAC budget presentations on January 16 and 19, 1996, respectively. Some of the issues to be addressed include highway needs and backlog, no new full time equivalent positions, status of federal funding, report on efficiency measures, and decision units.

License Plate Fee Distribution. The current \$3.00 fee charged for license plates does not cover the actual cost of manufacturing the plates and administering Idaho's vehicle licensing program. A License Plate Task Force was organized to assist the Division of Motor Vehicles in simplifying and improving the efficiency of its vehicle-licensing program.

Staff recommended changing the license plate fee distribution formula to ensure the actual cost of license plate manufacturing is covered prior to distributing the remainder of the money to the Highway Distribution Account. The Board asked if consideration had been given to increase the plate fee. Staff was asked to study a possible increase and present the analysis back to the Board. (Note: See later minute entry.)

Administrative License Suspension (ALS) Law. The ALS law, enacted in 1993 with an effective date of July 1, 1994, was to allow law enforcement personnel, under the authority of ITD, to immediately seize the driver's license of any driver who fails an evidentiary test for the presence of alcohol or other intoxicating substances, and issue the driver a notice of driving

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privilege suspension immediately upon arrest. Motorists were challenging the ALS law for double jeopardy because their driving privileges were being suspended twice for the same offense. Governor Batt issued a moratorium in March 1995 staying the ALS program, pending decisions from the Idaho Supreme Court on the double jeopardy issue.

On November 3, 1995, the Idaho Supreme Court filed an opinion upholding that a driver's license suspension imposed for failing an evidentiary test is not disproportionate to the statute's legitimate remedial goal of expeditious protection of the public from intoxicated drivers. The Supreme Court also upheld that prosecution for driving under the influence is not barred under the double-jeopardy provision of the Fifth Amendment of the U.S. Constitution.

A study of the ALS program was made by the Driver License Suspension Committee and it was determined that this program should be given to the courts if the moratorium is lifted. By giving the authority to the courts, they will be responsible for administering the ALS hearings and it will be more in line with the processing of drivers who refuse to submit to evidentiary testing, which is already handled by the courts. The Board concurred with this suggestion.

Motor Vehicle Administrator (MVA) Morris Detmar said two bills have been drafted on the committee's recommendations. One proposal reinstates the ALS program under the courts and the other bill covers the other suspension issues. He expressed appreciation to the Office of Highway Safety for its cooperative efforts on the ALS program, as well as on other issues.

History on Idaho Technology Transfer (T2) Center Advisory Committee Members. At the November meeting, the Transportation Board requested information on the history of the make up of the Idaho T2 Center Advisory Committee. The responsibility of advising the T2 Center was originally assigned to the Local Highway Needs Assessment Council (LHNAC). With the dissolution of LHNAC on July 1, 1995, a new advisory committee was formed utilizing appointees from the Association of Highway Districts, the Association of Counties, and the Association of Idaho Cities. Additionally, the FHWA T2 administrator, the director of the National Center for Advanced Transportation Technologies, the director of the Northwest Tribal LTAP, a representative from the U.S. Forest Service, ITD's Human Resource Development Manager, ITD's head of research, and a board-appointed representative of the Department of Energy serve on the current committee.

This committee's function is advisory only with no policy-making authority. It addresses the needs of the local agencies and the available resources to meet those needs.

Speed Limits. The recent passage of the National Highway System Designation Act of 1995 included a repeal of the national 55 mile per hour speed limit. The individual states are now allowed to set their own speed limits for cars. Idaho Code currently states the maximum speed limit in Idaho is 65 mph on state highways, or as posted. Director Bower reported that staff is in the process of analyzing all routes on the state highway system and will bring recommended speed limits on these routes to the Board as they are prepared. Some of the factors being considered

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include safety, the design speed, what the routes were posted at prior to the national speed limit going into effect in 1973, and what changes were made to the highway since that time.

Status of 1997 Western Association of State Highway Officials (WASHTO) Meeting.

Idaho will be hosting the annual WASHTO conference in Sun Valley, July 26-31, 1997. Public Affairs Officer Jeff Stratten briefed the Board on the plans for this conference. The Board also viewed a video being prepared for promotional purposes.

Executive Session on Legal Issues, Section 67-2345(f), Idaho Code. At 11:40 AM, Member Combo 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 1:15 PM. No decisions were made.

Chairman Winder welcomed Representative Bivens to the meeting.

Bonding Strategies for Transportation Infrastructure. The Local Needs Assessment Study Update for 1995 identified a backlog of infrastructure needs in Idaho totaling over \$4 billion. In an effort to address these needs it has been suggested that information on bonding processes to raise revenue for transportation infrastructure improvements be assessed.

Attorney Mike Moore, a local consultant to the Ada County Highway District and the Association of Idaho Cities on bonding issues, provided an overview of public sector bonds and the bonding process. The current statute was reviewed, including the Board's turnpike authority. Mr. Moore briefed the Board on some innovative methods other states are using to finance their infrastructure. He believes the best options for Idaho include voter approved bonds, toll-supported revenue bonds, or legislation pledging specific revenue for specific projects.

The Board thanked Mr. Moore for the informative presentation.

Demonstration on Computerized Highway Development Program. Highway Programming Manager (HPM) Dave Amick reported on the current process to update the highway development program. All changes to the programs are done manually, which is time-consuming and inefficient. It also allows more opportunities for errors. Through the continuous quality improvement efforts, staff identified an objective in the Strategic Plan to improve the revisions to the highway programs.

Over the past couple of years, Boise State University interns have been developing a computer program for these highway programs. HPM Amick demonstrated the software program and explained the advantages to having the highway program computerized. Director Bower complimented the Highway Programming staff for developing this process to more efficiently update the programs.

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Public Involvement Process. Public Involvement Coordinator Julie Stutts gave a presentation on the public involvement process. The Department currently uses an open-house format for public hearings. This allows the public to meet individually with subject matter experts to discuss their individual concerns and how the project affects them. This format has been well received and staff believes this process is a big improvement over the previous method.

Chief Engineer Ross outlined the steps following a hearing. After the written testimony period has closed, the District assembles and reviews the information, identifies the public's needs and concerns, and finalizes this in the design study report, along with recommendations. Social, economic, and environmental issues are all addressed.

If the project is not controversial, the Roadway Design Engineer can approve the project's design and/or location at this point. If there appears to be controversy about the design/location, the decision can be made by the Chief Engineer. In either case, the Board receives a record of decision. In situations where there is significant controversy, a list of recommendations are submitted to the Board for determination.

At this point, the Board has a number of options, including do nothing, hold additional hearings, establish a team to review the issues and make recommendations, ask the local entities to select an alternate or concur with the Department's decision, and select the preferred alternate or choose an alternate if there is no clear choice among the alternates.

The consensus of the Board is that the current public involvement process is working very well. Staff was asked to update the current Board and Administrative policies on public hearings and to consider certification of compliance by the hearing officer.

Broadway Bridge Alternatives, US-20/26, Boise, Ada County, District 3. Ada County Highway District (ACHD) is studying three alternatives for increasing vehicle capacity in the east Boise, Broadway Avenue to Park Center Boulevard, corridor. Because Broadway Avenue is on the state highway system, US-20/26, ACHD is requesting ITD's opinion on the alternatives. A project currently exists in Preliminary Development to replace the Broadway Bridge. ACHD is committed by agreement on the Broadway/Chinden Connector project to pay for and administer the design phase of the Broadway Avenue bridge. The Department is to administer and pay for the construction phase of the work.

ACHD Director Jerry Nyman expressed appreciation to the Board members for addressing this issue. Formal action on the West ParkCenter River Crossing project is expected in mid January. He added that ITD's commitment would be approximately \$5 million for the Broadway Bridge under all three scenarios.

Member Smith made a motion, seconded by Member McHugh, to endorse ACHD's recommendation, with ITD's responsibility for the Broadway Bridge as planned in the Preliminary Development Program. Member Combo questioned the timing of this request now rather than

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during the Highway Program update in September. This project was brought to the Board at this time because of ACHD's time frame and its request for the Department's input. Because of funding uncertainties, ACHD Director Nyman said the project would probably be planned for 1999 or 2000.

Member McClure made a substitute motion to recommend alternative number three, constructing a new West ParkCenter bridge with the stipulation that the Department's Broadway Bridge project would be the last stage of the project. Vice Chairman Mitchell seconded the motion. Member Smith expressed concern that this is a new project that the Board has not reviewed before. He does not believe it is the Board's role to select an alternative for ACHD.

Vice Chairman Mitchell made a motion, seconded by Member Smith, to table this item. The motion carried five to one.

Bench to Valley Study, Boise, Ada County, District 3. ACHD is studying the transportation needs within the west bench area of Boise. One portion of this study, Five Mile Road, impacts the state highway system with its proposal for a Five Mile interchange at I-84, and a proposal to connect the road to US-20/26, Chinden Boulevard.

Member Smith made a motion, seconded by Member Combo to table this item. Member Smith believes this item is premature. The Board has not seen recommendations on these proposals previously, nor held discussions on the projects during the Highway Development Program update. The regular process needs to be followed for including projects. The motion passed unanimously.

Recent and Future Projects on I-84 in the Boise Area, Ada County, District 3. The Board reviewed a list, including costs, of recently-completed and planned projects for I-84 in the Boise area. Vice Chairman Mitchell commented that the price tag for a Boise bypass will soon be cheaper than these combined projects to alleviate traffic congestion on I-84 in the Boise area. District Engineer LeRoy Meyer believes this corridor would still have heavy traffic because of the continuous growth forecasted for the area. A bypass would only remove approximately 15 percent of the traffic on this stretch of interstate.

Director's Items, Continued. In addition to the national speed limit, the NHS bill also repealed the motorcycle helmet law sanctions, the crumb rubber asphalt usage requirements, and the requirement for metric signing. The use of metrics for plans and other documents was delayed until September 30, 2000, however, the Department plans to continue with its planned implementation of metrication. The implementation of the six planning Management Systems is now optional. Information will be presented to the Board on which systems to pursue. Director Bower also briefed the Board on some motor vehicle regulations and other provisions of the bill.

In September 1994, the Board approved Idaho's participation in the weight distance tax base state agreement with Oregon, with a scheduled implementation date of January 1995. After

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a year, both states have concluded that the administration of the agreement for the limited number of carriers that chose to participate does not warrant continuation of the program. The carriers currently participating in the program have been notified. The enabling legislation remains in Idaho Code, and if circumstances warrant, the agreement can be reactivated.

Legislation is being proposed for Indian tribes to be included in the Highway Distribution Account formula. Staff will review and track this legislation.

Approximately one year ago the FHWA mandated a guardrail project nationwide. FHWA has accepted the Department's proposal to complete the guardrail project over a ten-year time period.

Micron Technologies, Inc. has signed the agreement for the I-84, Isaac's Canyon Interchange. Director Bower said he plans to sign the agreement when ITD receives it.

Amtrak's staff recently developed a marketing plan intended to increase ridership and reduce costs on the Pioneer. The Pioneer, which serves southern Idaho, was being considered for elimination. Because of significant reductions in Amtrak's budget, Amtrak is seeking financial assistance from the states and communities to make the marketing plan a success and hopefully save the train. Director Bower said staff will review this issue and bring information back to the Board at a later date. Vice Chairman Mitchell suggested contacting the Department of Commerce for assistance.

WHEREUPON the Board meeting recessed at 5:25 PM.

December 12, 1995

The Transportation Board meeting reconvened at 8:10 AM at the Transportation Department in Boise on Tuesday, December 12, 1995. All members were present.

Review of Supplemental Agreements. Staff was asked to review the reasons for supplemental agreements and to review possible improvements to the consultant agreements process. Internal Review Manager Carri Rosti said a sample of four engineering agreements were studied. The review covered the original agreement and related work description and scoping, the specified reasons for each supplemental, correspondence related to each supplemental, and interviews with key personnel involved in the project or otherwise knowledgeable.

The review concluded that supplemental agreements are a normal part of the consultant agreement process. For the vast majority of the supplementals studied, they were for work which was legitimate and even expected. Although many of the supplementals were anticipated, it was not always feasible for all design activities and costs to be quantified at agreement inception.

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In the samples, there were examples of supplementals which possibly could have been better scoped out at the beginning of the agreement. There were also examples where critical tasks were not performed appropriately. The Consultant Agreement Team has been established to study and develop procedures to improve the consultant agreement process, including project scoping and critical milestones.

The Board members asked Internal Review to provide more detail on the responsible parties regarding supplementals. They also asked for an update on the Consultant Agreement Team's progress and recommendations to improve the supplemental agreement process.

Chairman Winder welcomed Representative Wood and thanked her for attending the meeting.

Proposed Factors for Rating Rural Routes for State Highway System Addition/Deletion and Proposed Ad Hoc Advisory Board Legislation. In response to the Board's request to revisit the issue of adding roads to and removing roads from the State Highway System, staff developed two proposals. The first proposal revised the rating evaluation factors for rural routes and the second one suggested approaches involving local governments in disputes between the ITD and local jurisdictions.

The major revision to the Criteria for Rating Rural Routes is the replacement of the maintenance module with the financial impact module. Staff attempted to be fair to the locals as well as ITD.

Member Combo provided a historical perspective on this issue. He added that it is the Board's responsibility to determine if the state can financially handle additional mileage to the system. He questioned the need to develop criteria for by-passes and to address the issue of disparity among cities that have state mileage through them.

Boise County Commissioner John Dyer asked the Board to include County Highway 17, the Banks to Lowman highway, on the state's system. This road, approximately 30 miles, was recently upgraded to federal standards as part of a Tri-Agency project. He said the county is not financially able to take care of this road, and added that he realizes it would be a burden to the State as well. Because of the increased traffic, he does not think the route is a county road any more, but rather a state highway.

Karren Boguslawski, Chairman of the Jerome Highway District, presented a letter from Raymond Clark, Jerome County Highway District Commissioner. Approximately two years ago the Highway District was approached with a proposal to assume control of a portion of SH-25, approximately 14 miles. This proposal was part of a trade to accommodate the request to add the Wendell to Buhl road to the state's system. Because the Highway District decided not to accept the road, it has encountered pressure to change its decision. The Highway District is not financially capable of maintaining SH-25 at the same level of service that ITD does, partly because

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of the design of the road. Additional equipment and manpower would be necessary. The Highway District is also trying to provide new roads to an ever expanding economy and upgrade its current roads which are falling apart from larger usage than they were designed for. Barrett McClure, Jerome Highway District Treasurer, was also present.

Local Highway Technical Assistance Council Administrator Joe Haynes asked the Department to consider equity to the locals when factors for rating rural routes are deliberated. He offered his assistance to work with staff on this subject, and suggested getting information from other states on how they handle this issue. Consideration needs to be given to development which continually increases the mileage on the locals' systems.

Chairman Winder thanked the local officials for their input. Because of the time factor, the Board will revisit this issue early next year.

License Plate Fee Distribution Revisited. MVA Detmar presented additional information on the distribution formula for the license plate fees and projected license plate fee increases.

Member McClure made a motion, seconded by Member McHugh, to revise the formula to deduct the actual cost of license plates prior to distributing the remainder to the Highway Distribution Account, and to increase the fee to \$5.00. The motion passed unanimously. Vice Chairman Mitchell asked staff to inform the Governor's Office that the \$.50 being diverted to the Heritage Trust to pay for the use of the copyrighted design on the plates is being studied by a License Plate Task Force.

Member Smith asked if Idaho Code requires out-of-staters who move to Idaho to register their vehicles within 30 days. He believes the state is missing out on revenue and asked staff to review this issue.

Idaho Traffic Safety Commission (ITSC) Appointees. Highway Safety Manager (HSM) Marie Bishop recognized Commission members in attendance, Captain Jack Marshall, Chairman, and Representative Wood. The ITSC was created by Idaho Code 40-508. Members serve staggered three-year terms, with appointments made by the Director in January of each year. Members serve as subject matter experts to provide guidance for the highway safety grant program activities.

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

RES. NO.      WHEREAS, Idaho Code 40-508 created the Idaho Traffic Safety Commission;  
TB95-73      and

WHEREAS, members serve staggered three-year terms, and are appointed by the Director in January of each year; and

WHEREAS, terms are expiring for those representing public education, judicial (court), judicial (attorney), private sector, and citizen-at-large.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board directs letters of reappointment be sent to Judge Cook, Mr. Heideman, Senator Sweeney, and Mr. Vincent, and that an individual from District 1 be appointed to represent public education.

Chairman Winder expressed appreciation to the individuals who serve on the Commission.

Office of Highway Safety (OHS) Worksession. HSM Bishop provided a brief overview of the Highway Safety Office, introduced the guests and staff members, and thanked the Board for the opportunity to present the role and responsibility of OHS. Staff member Pat Raino provided the Board with a historical perspective of highway safety. She stated that the fatality rate has been declining while the vehicle miles traveled has increased.

Curt Winston, Regional Administrator, National Highway Traffic Safety Administration (NHTSA), thanked the Board members for the opportunity to meet with them and for their support to highway safety over the years. The economic vitality of the nation would stop without transportation. He provided a breakdown of the cause of vehicle accidents as driver error, 80%; roadway defects or lack of maintenance, 15%; and vehicle malfunction, 5%. NHTSA is in the business of changing human behavior to improve traffic safety.

Mark Strait, OHS, outlined the funding process, funding levels, and prioritization of grants. Jack Coe, Regional Administrator, FHWA, reiterated the importance of highway safety and encouraged the Board and Department to continue its efforts in this area. JoAnn Moore, OHS, summarized the License Suspension Study Committee's activities and findings.

Member McHugh asked what role the Traffic Safety Commission plays in setting speed limits. Captain Marshall responded that the Commission has not been active in this process in the past, but could provide input by working with ITD and the Department of Law Enforcement.

Representative Wood believes the Board should set the speed limit on the interstate, but should work with surrounding states on this issue. Other routes on the state system should be looked at individually. She discouraged a blanket statewide change.

Chairman Winder thanked the participants for the informative presentation.

Review of Federal Funding and Distribution Formula for Public Transportation. Public Transportation Administrator (PTA) Larry Falkner provided a history of Section 18 funds and provided several funding options. He also reviewed the FY96 public transportation funding levels, which results in a total loss of approximately \$638,138 for all programs.

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Karl Johanson, Executive Director of Moscow/Latah Public Transit, summarized the public transportation operations in District 2. With the proposed funding scenario based on population, he added that his district would lose money, although it would not be as heavily impacted as District 4.

Public Transportation Advisory Council (PTAC) Vice Chairman General James Brooks outlined the mission of the PTAC and Regional Public Transportation Advisory Committees. He also provided background on the legislation giving ITD the responsibility for public transportation policy, planning, and coordination.

Executive Session on Personnel Issues, Section 67-2345(b), Idaho Code. At 12:15 PM, Member McClure made a motion, seconded by Member McHugh, to meet in executive session to discuss personnel issues. The motion passed unanimously.

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

The Board welcomed Representative Hornbeck to the meeting.

Alternatives for Funding Public Transportation. PTA Falkner reported on methods that other states are using to fund public transportation. Montana earmarks \$150,000 annually from the highway account. An additional \$1.00 fee in the motor vehicle registration fee generates \$750,000 for public transportation in North Dakota. South Dakota's state construction fund, consisting of rural gasoline tax rebates, fines collected for environmental violations, and water use fees, generates approximately \$399,960 annually. Wyoming's state highway fund, with the major revenue source from mineral royalties, generates \$1.2 million per year for Section 18 providers while Section 9 and 16b2 are dependent on federal funds solely. New Mexico currently has no state funding program in place, however, a 1996 legislative program will ask its citizens to vote on several options, including dedicating 10% of the highway funds to public transportation.

Boise Mayor Brent Coles thanked the Board members for the opportunity to address them on public transportation issues. He outlined the city's revenue sources and said fares were recently increased to help make up for the federal fund shortfall. Idaho State Commission on Aging Chairman Larry Vincent asked the Board for its support in funding public transportation, and added that this is a serious issue throughout the state.

The Interim Committee asked the Department for funding suggestions. PTA Falkner provided some options and recommended an increase of \$2 in the title transaction fee for public transportation.

Member Smith expressed concern with the proposal to change the funding distribution formula for Section 18 funds based on population. He believes it will run Trans IV out of business. He made a motion directing the PTAC to revise the proposed formula to provide more equity to the providers. The motion died due to a lack of a second.

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Vice Chairman Mitchell made a motion to transfer \$120,000 of CMAQ funds dedicated to non-attainment areas to Section 18, public transportation, to return the FY96 funding level to that of FY96, and to provide time for other funding sources to be developed for public transportation. Member McHugh seconded the motion. Clair Bowman, Executive Director, Ada Planning Association, does not believe transferring money out of the CMAQ Program will create a hardship because some projects will probably be delayed. The motion passed unanimously.

Member McHugh made a motion to distribute the public transportation funds based on population, per PTAC's recommendation. Member McClure seconded the motion, which passed five to one.

Vice Chairman Mitchell made a motion for staff to inform the Interim Committee that the Board reviewed a number of possible funding sources for public transportation and prioritized the following recommendations: 1) funds from the general account; 2) legislation to remove exemptions from sales tax; 3) an increase to the license plate fee; and 4) an increase in the title transfer fee. Member Miller seconded the motion and it passed unopposed.

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

RES. NO.      WHEREAS, Western Construction Company and its subcontractor, Acme  
TB95-74        Materials and Paving, have filed a claim pursuant to Section 105.17 of the  
Standard Specifications for Highway Construction with the Idaho Transportation  
Board; and

WHEREAS, the Department's Chief Engineer has denied any entitlement on the  
claim; and

WHEREAS, the project for which the claim is filed is IR-84-2(035)95, Fairfield  
interchange to mile post 103.5, key no. 4470, Fairfield interchange contract no.  
5228; and

WHEREAS, Western Construction has an action pending in the Fourth Judicial  
District in and for Ada County against the Idaho Transportation Department on  
this claim.

*NOW THEREFORE BE IT RESOLVED*, that Western Construction Company and  
its subcontractor, Acme Materials and Paving, have exhausted their contractual  
remedies before the Idaho Transportation Board, and the litigation in County of  
Ada, case no. 97495 can proceed.

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

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RES. NO. WHEREAS, Section 40-311, Idaho Code, allows the Idaho Transportation Board  
TB95-75 to exchange real property; and

WHEREAS, the Department has negotiated a land trade with Eagle River LLC to acquire needed highway right-of-way and to consolidate each party's ownership interest; and

WHEREAS, a land trade with Eagle River LLC will be beneficial to the Department in that it will not have to pay severance damages nor construct a private road for Eagle River LLC; and

WHEREAS, a land trade with Eagle River LLC will facilitate the construction of the Eagle Alternate.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the land trade between the Department and Eagle River LLC.

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

RES. NO. WHEREAS, the Transportation Department has filed a condemnation action  
TB95-76 against Mr. and Mrs. Granden for the Eagle Alternate project; and

WHEREAS, the Grandens have rejected the State's offer to settle the right-of-way acquisition; and

WHEREAS, the Grandens have indicated that they would accept \$300,000 plus accrued interest from the date of summons.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes staff to settle the Granden condemnation for \$300,000 plus accrued interest from the date of summons.

Highway Development Program Supplemental 96-2. HPM Amick asked for clarification on Supplemental 96-1 which was approved at the November meeting. Although that supplement did not revise the FY99 Kendrick Main Street project, key 5901, District 2, discussion included an additional \$100,000 for that project due to a procedural error. The consensus of the Board was that Supplemental 96-1 did include the change to the Kendrick Main Street project.

Supplemental 96-2 recommends delaying the FY96 West 19th Street, STP - Safety project in Idaho Falls, key 724, to FY99. This move will make funds available for cost increases for Crowley Road, Borneville County, key 5723; Hitt Road, East Belt Line, north of Idaho Falls, key 4646; and West Second South Street, Rexburg, key 5721; all in FY96, and in District 6.

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

Res. No. WHEREAS, it is in the public's interest for the Department to publish and  
TB95-77 accomplish a current, realistic and fiscally constrained Highway Development Program; and

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

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

WHEREAS, the Bonneville Metropolitan Planning Policy Board has unanimously approved the delay of the West 19th Street, Idaho Falls project from FY96 to FY99 of the Surface Transportation Program - Safety (Rail/Highway Crossing) Program.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the changes to the Fiscal Year 1996-2000 Highway Development Program itemized and explained in Highway Development Program Supplement 96-2, as shown in Exhibit 153 which is made a part hereof with like effect.

Interest on State Aeronautics Funds. At the August Board meeting, staff proposed amending Idaho Code to allow interest on state aeronautics funds to accrue to the State Aeronautics Fund, a dedicated account, rather than to the General Fund. The Board directed staff to pursue this change through the State Treasurer's Office. Staff researched this subject with the Treasurer's Office and the Department's deputy attorney general and determined that this change cannot be made through administrative action. A Code change would be required to return the Aeronautics interest to that fund.

The Department is working with the Governor's Office on the possibility of proposing legislation to this effect at the next legislative session. The consensus of the Board was for the Department to pursue this legislation, if the Governor concurs.

The regular monthly Board meeting officially adjourned at 3:10 PM.

  
CHARLES L. WINDER, Chairman  
Idaho Transportation Board

Read and Approved  
January 25, 1996  
Boise, Idaho

December 12, 1995