

# REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 14, 2017

The Idaho Transportation Board convened at 8:00 AM on Thursday, December 14, 2017 at the Idaho Transportation Department in Boise, Idaho. The following principals were present:

Jerry Whitehead, Chairman  
Lee Gagner, Vice Chairman – District 6  
Jim Coleman, Member – District 1  
Janice B. Vassar, Member – District 2  
Julie DeLorenzo, Member – District 3  
Jim Kempton, Member – District 4  
Dwight Horsch, Member – District 5  
Brian W. Ness, Director  
Scott Stokes, Chief Deputy  
Larry Allen, Lead Deputy Attorney General  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Agenda Review. Member Coleman reported on the December 13 Board Subcommittee on State Highway System Adjustments' meeting. District 1 is finalizing a proposal to relinquish jurisdiction of Coeur d'Alene Lake Drive to the City of Coeur d'Alene and Eastside Highway District. The intent is to have an item for the Board's consideration in the near future.

Chairman Whitehead requested pulling the contribution agreement for Northgate (Siphon) Interchange and Northgate Interchange consultant agreement exceeding \$1 million items from the agenda. There was no objection.

Board Minutes. Member Horsch made a motion to approve the minutes of the regular Board meeting held on November 16, 2017 as submitted. Member Vassar seconded the motion and it passed unopposed.

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

January 17, 2018 – Boise  
February 21, 2018 – Boise  
March 14-15, 2018 – Boise

Consent Items. Member Vassar made a motion, seconded by Member DeLorenzo, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB17-53 explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves letting resolution #13-64 expire; the addition of US-91, Clinger Road Union Pacific Railroad Crossing to the Rail Crossing Program; program adjustments to I-84 Business and US-20 Mountain Home area projects; modifications to the

December 14, 2017

Community Planning Association of Southwest Idaho's Programs; the 2018 Federal Land Access Program update; and contract awards.

1) Expiring Resolution #13-64. Resolution #13-64 expires this month. In summary, the resolution states that the policy of the Board is to not endorse legislative proposals except as they directly support strategic goals related to highway maintenance, operations, and safety. Because staff believes Board Policy 4077 Approval of Department Legislation and Legislation Endorsements addresses the issue of supporting non-ITD legislation, it recommends letting the resolution expire.

2) Add US-91, Clinger Road Union Pacific Railroad (UPRR) Crossing, Bingham County to the Rail Crossing Program. District 5 requests the addition of the US-91, Clinger Road UPRR Crossing to the FY18 Rail Crossing Program for \$400,000. Additionally, it requests delaying the Park Street UPRR Crossing, Inkom project, key #19930 for \$200,000 from FY18 to FY22 and the \$200,000 Rich Lane UPRR Crossing, Blackfoot project, key #20128 from FY18 to FY23. The Clinger Road railroad crossing has a higher risk of incident than the other two crossings.

3) Program Adjustments to I-84 Business and US-20 Mountain Home Area Projects. In response to a request from the City of Mountain Home, District 3 proposes delaying work on the downtown couplet portion of the I-84 Business Urban Restoration project, key #19947, from FY19 to FY21. The scope on key #19947 would be reduced to cover only a mill/inlay on the SH-51 portion of the project in the amount of \$3.8 million. The other work on the I-84 Business section would be completed as a new project in FY21 for \$1.5 million. The city would like to finalize its downtown plans and potentially do some utility work prior to ITD's project to restore the pavement. Staff also requests advancing the US-20, Mountain Home to Camas Reservoir Road project, key #19961 from FY21 to FY19. By advancing this project, the scope can be reduced from a thin overlay to a sealcoat, decreasing the cost from \$5.8 million to \$1.3 million. These program adjustments result in a \$318,000 shortage in FY19 that can be addressed with statewide balancing.

4) Modify Community Planning Association of Southwest Idaho (COMPASS) Programs. COMPASS requests changes to the FY17-21 Idaho Transportation Improvement Program (ITIP):

- add Intelligent Transportation Systems Smart Arterial Management for \$3.2 million in FY18 and \$1.6 million in FY19;
- delay the \$511,000 Rail with Trail Pathway, Meridian project, key #13918 to Preliminary Development;
- advance key #20010 Bike Share, Valley Regional Transit (VRT) from FY19 to FY18 and combine the funds from key #20127 for a total cost of \$182,000;
- remove key #20127 Bike Share, Phase 2, VRT from FY20 for \$103,000;
- advance key #20095 Boise State University Covered Bike Facilities from FY21 to FY18 for \$22,000;
- advance key #20639 Fairview Avenue Greenbelt Ramp, Boise from FY22 and Preliminary Development to FY18 and FY21 for \$22,000 and \$59,000, respectively;
- remove key #19079 Accessible Vehicles for Vehicle Sharing, VRT from FY18 in the amount of \$79,000; and
- increase the FY18, SH-55, Marsing to Nampa-Caldwell Boulevard project, key #20267 to a total of \$1,565,000.

5) Federal Land Access Program (FLAP) Update. FLAP makes funds available for projects that provide access to, are adjacent to, or are located within Federal Lands. Priority is given to projects that access high-use federal recreation sites or federal economic generators. The Program supplements state and local resources for public roads, transit systems, and other transportation facilities with an emphasis on high-use recreation sites and economic generators. Last month, the Idaho Programming Decision Committee finalized its list of projects to add to the FLAP and ITIP. Staff requests approval to add the projects, as shown as Exhibit #490, which is made a part hereof with like effect, to the Program.

6) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. The biggest cost difference between the engineer's estimate and low bid on keys #19685 and #20294, Cole Road; Spectrum to Century Way Medians, Ada County Highway District (ACHD) and Intersection Cole Road and Overland Road, Boise, were in the Patch and Repair Deck Concrete, Partial Removal of Bridge, Traffic Signal Installation, Night Work Lighting, Landscape Repair, Tubular Markers, and Mobilization items. Some of these items are specialty items with limited companies able to do the work. The bid also reflects that contractor workloads are full due to the current state of the economy. There is no guarantee that construction costs will decline in the near future. The projects are a priority for ACHD and address safety concerns, so the Local Highway Technical Assistance Council and ACHD recommend awarding the contract. Low bidder: Knife River Corporation – Northwest - \$1,506,072.

The Removal of Bridge, Topsoil, Survey, Concrete Grinding, Geotextile Reinforced Abutment Backfill, PCM Sign and Portable Traffic Signal, and Mobilization items were bid significantly higher than the engineer's estimate on key #14023 – SH-28, Lemhi River Bridge, Milepost 116.35, District 6. The Removal of Bridge, Survey, and Mobilization items were presumably bid higher due to the remoteness of the project location and the project phasing. The engineer's estimate assumed the Topsoil would be harvested on site and then re-used; but the contractors assumed that protecting topsoil for a season wouldn't be prudent, so bid the item to include the cost and transportation of new topsoil. The Concrete Grinding bid was presumably higher due to the uncertainty of the grinding depth, a new construction method, and the construction phasing. The low bid for the Geotextile and Reinforced Abutment Backfill was higher due to the cost of hauling the ¾" backfill because of the project location. The higher cost for the PCM Sign and Portable Traffic Signals was attributed to new specifications that require specialized traffic control equipment not currently owned by local traffic control companies. The equipment will either need to be purchased or rented. Staff does not believe there is a potential for savings if the project is re-advertised and recommends awarding the contract. Low bidder: Cannon Builders, Inc. - \$2,042,067.

Vice Chairman Gagner questioned the estimating efforts on and awarding the contract for keys #20294 and #19685, Intersection Cole Road and Overland Road, Boise. Chief Operations Officer Travis McGrath said he is working on an initiative to improve the engineer's estimates; however, it will take some time to implement changes. Member Coleman noted that the referenced project is a local project. ACHD recommends awarding the low bid on its project and will be responsible for the additional funding. He concurred that the engineer's estimates could be improved; although the industry is near capacity, making estimating more difficult.

Informational Items. 1) State FY18 Financial Statements. Revenues to the State Highway Account from all sources were ahead of projections by .8% at the end of October. Of that total, receipts from the Highway Distribution Account were .5% or \$376,000 more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 9%, or \$98,000. Expenditures were within planned budgets. Personnel costs had savings of \$7.7 million or 16% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$211 million through October exceeded any from the past three years.

The balance of the long term investments was \$163.4 million at the end of October. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$82.3 million was \$24 million less than the end of June. Expenditures in the Strategic Initiatives Program Fund through October were \$4.4 million. Deposits into the new Transportation Expansion and Congestion Mitigation Fund were \$5.5 million year-to-date. These funds have been requested as a supplemental appropriation for the legislature's action in January.

2) Monthly Reporting of Federal Formula Program Funding through November. Idaho received obligation authority of \$54.3 million through December 8 via a continuing resolution. This corresponds to \$53.8 million with match after a reduction for prorated indirect costs. Apportionments were \$301.1 million, which includes Redistribution of Certain Authorized Funds. Currently, obligation authority is 18% of apportionments. Of the \$53.8 million allotted, \$23 million remains.

3) Status: FY19 Appropriation Request – Revision #2. No changes were made to the FY18 supplemental request. The FY19 appropriation request Revision #2 modified one item. A \$2 million line item was added for a replacement aircraft.

4) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section processed one professional service agreement in November for \$7,500.

5) Contract Awards and Advertisements. Key #20004 – SH-62, Craigmont to Nez Perce, District 2. Low bidder: Knife River Corporation - NW - \$1,665,000.

Key #13961 – Zachary Road to Goose Creek Grade, District 3. Low bidder: Valley Paving & Asphalt Inc. – \$3,202,482.

Key #20015 – US-30, SH-72, CRABS and Seal Coat, District 3. Low bidder: Western Construction Inc. - \$2,113,689.

Key #13390 – SH-52, Union Pacific Railroad Bridge, Milepost 13.3, District 3. Low bidder: Braun-Jensen Inc. - \$2,581,000.

Keys #19552 and #19880 - I-84, SH-50 to Machine Pass and Westbound Lane, District 4. Low bidder: Knife River Corporation – NW - \$28,888,888.

Key #20269 – US-30, Banbury to Buhl, District 4. Low bidder: Knife River Corporation – NW - \$2,198,000.

Key #20228 – SH-75, Yankee Fork Ranger Station to Junction 93, District 6. Low bidder: VSS International Inc. - \$1,352,120.

Key #12308 – North Government Way; Hanley Avenue to Prairie Avenue, District 1. Low bidder: Apollo Inc. - \$4,529,220.

The list of projects currently being advertised was provided.

6) Professional Services Agreements and Term Agreement Work Tasks Report. From October 27 through November 23, 29 new professional services agreements and work tasks were processed, totaling \$8,258,717. Four supplemental agreements to existing professional services agreements were processed during this period in the amount of \$756,100.

7) Annual Report on the Outdoor Advertising Program. At the close of federal FY17, there were 1,158 signs, with 16 illegal and 192 non-conforming signs throughout the state. Five of the 15 new sign applications were approved during the fiscal year and ten were denied. An FHWA report noted that the number of illegal signs identified in Districts 3 and 6 were considered to be moderate. It also expressed concern regarding the way ITD has been carrying out its Outdoor Advertising procedures.

8) Report of Speed Minute Entry Changes. The following speed minute entry changes were processed in Districts 3 and 4 in November due to the construction of the Council Alternate Route and Big Wood River Bridge, respectively:

<u>Route</u>	<u>Beginning Milepost</u>	<u>Ending Milepost</u>	<u>Speed Limit</u>	
			<u>Old</u>	<u>New</u>
US-95	134.244	134.450	65	50
US-95	134.450	134.904	45	50
US-95	134.904	135.140	45	40
US-95 new alignment	135.140	135.285	NA	40
US-95 new alignment	135.285	135.982	NA	30
US-95*	135.982	136.078	NA	NA
US-95	136.078	136.180	25	30
US-95	136.180	136.414	35	30
US-95	136.414	136.661	45	30
US-95	136.661	136.669	45	40
US-95	136.669	136.860	55	40

\*mile post equation gap

SH-75                      126.080                      126.817                      35                      45

Director's Report. Director Ness presented his end-of-year report. He expressed appreciation for the funding the legislature provided. Some of the Department's outreach included District 2's career fair at the University of Idaho; Headquarters' support for work zone safety; dedicating new signs for the I-84, Vietnam Veterans Memorial Highway; a concerted

effort to address distracted driving; and a campaign announcing the availability of the Star Card, which will be REAL ID compliant, early next year.

Director Ness said he was invited to the White House in August to discuss ITD's performance. The administration was interested in the Department's innovation program, which was also highlighted nationally by the American Association of State Highway and Transportation Officials (AASHTO). Other performance successes were staff's commendable response to the severe 2016-2017 winter and the implementation of two additional Horizontal Career Path categories. He summarized several awards the Department won, including the AASHTO President's Award for highway safety and the AASHTO People's Choice Award.

Next year Director Ness intends to focus on employee safety, respectful workforce training, communicating to employees why certain decisions are made, and conducting another culture survey.

The Board commended Director Ness for the excellent presentation and the Department's numerous accomplishments.

Excellence in Transportation Awards. Manager, Office of Communication (MOC) Vincent Trimboli presented the winners of the Excellence in Transportation Awards. In addition to project-specific awards for construction, environmental stewardship, maintenance and operations, public participation, and transportation planning, there were two personnel categories: Professional of the Year – Financial Manager, Financial Planning and Analysis Joel Drake and Career Achievement – District 6 Transportation Staff Engineer Assistant Ryan Day.

The Board members congratulated all of the recipients for their achievements and thanked them for their valuable contributions.

Driver's License System Outages. Motor Vehicles Administrator (MVA) Alberto Gonzales said a vendor manufactures the driver's licenses for ITD. A recent update to the software that transfers the license transactions between ITD and the company was performed the first weekend of December. That action resulted in very slow processing times that led to statewide service interruptions and the closing of some county offices. The vendor, Gemalto, came on sight to help find the root cause and a solution. The system has now been stabilized. MVA Gonzales said he met with the county sheriffs at its conference this past week to discuss the situation; however, staff was in daily communication with the county offices while the system was experiencing difficulties. He expressed appreciation to the vendor and all of the ITD employees who worked diligently to remedy the system outages. He noted that there were a number of employees from other offices that provided assistance, such as Enterprise Technology Services and the Office of Communication.

Chairman Whitehead thanked MVA Gonzalez for the update.

Leadership Summit Rapid Innovation Event. Continuous Improvement Facilitator (CIF) Ashley Orme said the goal of the recent Leadership Summit Rapid Innovation Event was to continue developing leadership skills across the organization. Almost 160 employees were assigned to 13 teams to solve an ITD issue or improve a process. The winning team identified a

better process for new employee onboarding. One team was also recognized for its constructive culture efforts.

Chairman Whitehead thanked CIF Orme for the overview on the Leadership Summit.

Public Transportation (PT) Office Annual Update. Kim McGourty, Public Transportation Manager (PTM), reported on organizational and personnel changes in the PT Office. Staff has been updating the Statewide Public Transportation Plan and hopes to have it finalized in spring. The Federal Transit Administration approved the State Management Plan in January 2017 and will review it in June 2018. The Office hosted a PT Summit this past year. It continues to work closely with the Interagency Working Group to remove transportation barriers across state agencies and the Public Transportation Advisory Council on various PT initiatives.

PTM McGourty summarized the PT grant programs. A two-year cycle was developed for federal operating and capital grants, totaling over \$14 million in the 2016-2018 cycle. It also issued \$1.2 million in one-time funding for capital projects, \$1.1 million in Intercity funding, and a \$500,000 discretionary grant. She also reported on performance measures. In 2016, 3.5 million trips were taken with zero fatalities or incidents. In 2017, staff conducted site reviews for 16 providers and partnered with Idaho State Police on vehicle inspections. Some of the outreach efforts included hosting training and providing a ridesharing platform for commute options.

Chairman Whitehead thanked PTM McGourty for the informative report.

Public Transportation Advisory Council (PTAC) Annual Update. PTAC Chair Maureen Gresham said the Council's purpose is to participate in PT planning activities, identify transportation needs, and promote coordinated transportation systems. This past year, it participated in the drafting of the Statewide Transit Plan. It was also involved with identifying projects for the one-time funding and reviewed the evaluation process to prioritize projects. The goals for next year are to implement the Statewide Plan, including identifying how to better incorporate technology into public transit services; refine funding metrics; and establish priorities to address, such as workforce initiatives.

The Board thanked PTAC Gresham for the Council's accomplishments and service.

Update on DMV Modernization Efforts. Randi Bristol-Hogue, Modernization Manager, said the GEM system is fully integrated. All transactions can be completed in the system, facilitating a one person one record system. There are security checks within the system. The financial process is integrated with Advantage. The system will receive automatic updates from courts for citations, DUI convictions, etc. The next steps are to conduct testing and training. The intent is to go live in March; however, resources were pulled to address the recent driver's license issue, so that may cause some delays with the modernization schedule. She emphasized that the system will not be released until adequate testing has been completed.

MOC Trimboli summarized the Star Card project. Beginning in January, Idaho citizens will have the option of obtaining a Star Card, which will be REAL ID compliant. Starting on October 1, 2020, citizens will need either a REAL ID driver's license or a passport to get through Transportation Security Administration security to board airplanes and to access military bases and secure federal facilities. ITD is conducting extensive public outreach on the Star Card.

December 14, 2017

Chairman Whitehead thanked staff for the update and the progress being made on this important project.

Trucking Advisory Council (TAC) Annual Report. TAC Chairman John Pocock said the Council continues to stay abreast of 129,000 pound truck routes. It has some concern with the time-consuming process to designate these routes, and asked if that could be improved. The trucking industry is concerned with the federal electronic logging requirements and with the driver shortage. Some of the other topics discussed this past year were the overlegal permit system, the status of ITD's infrastructure projects, legislation that affects the industry, and unsecured hay and straw loads. In closing, TAC Chairman Pocock expressed appreciation for the opportunity to meet with the Board and suggested meeting semiannually.

Some discussion followed on the federal electronic logging requirements and any assistance the Department could provide, and also on the tie-down requirements.

Chairman Whitehead thanked Chairman Pocock for the report and for the valuable service the TAC members provide.

Executive Session on Personnel and Legal Issues. Member Coleman made a motion to meet in executive session after the luncheon with the TAC to discuss personnel and legal issues as authorized in Idaho Code Section 74-206 (b), (d), and (f). Member Kempton seconded the motion and it passed 6-0 by individual roll call vote.

Informal Luncheon with the TAC. The Board members visited informally with the TAC members during lunch.

Executive Session on Personnel and Legal Issues. The Board met in executive session at 1:15 PM. The discussions on legal matters related to operations. The personnel item related to the performance of an employee.

The Board came out of executive session at 2:15 PM.

FY19 Line Item Revision to Purchase an Aircraft. Aeronautics Administrator Mike Pape recommended the funding sources for the purchase of a single engine turboprop aircraft that the Board approved last month as a line item in the FY19 budget request. The State Aeronautics Fund could contribute \$525,000 initially and the remaining balance of approximately \$1,475,000 would come from the State Highway Account. However, he proposed a method for the State Aeronautics Fund to repay the State Highway Account for the purchase.

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

RES. NO.       WHEREAS, Idaho Code 31-2229 directs the Idaho Transportation Department's  
ITB17-54       Division of Aeronautics to coordinate aerial search and rescue for missing aircraft  
                  and such a mission requires safe, utility, high wing, low level flight coupled with  
                  specific, aircraft-locating avionics; and

WHEREAS, Idaho Code 21-106 directs the Department to continue to plan, establish, construct, enlarge, improve and maintain a system of 31 state airports, many in mountainous locations requiring air access; and

WHEREAS, Federal Aviation Administration compliance requires that all 128 Idaho public airports be subject to the FAA 5010 Airport Safety Inspection requiring travel to each public use airport; and

WHEREAS, Idaho Code 40-707(3) provides that moneys in the state highway account are appropriated for the purpose of defraying the costs incurred in carrying out the powers and duties of the Idaho Transportation Board, including the aeronautics air flight program; and

WHEREAS, the Division of Aeronautics operates the state air pool to transport passengers on State approved travel in addition to the Idaho Code requirements noted; and

WHEREAS, at its November 16, 2017 meeting, the Board authorized staff to include a line item in the 2019 budget request revision in the amount of \$2 million for the purchase of a single engine turboprop aircraft.

*NOW THEREFORE BE IT RESOLVED*, that the Board authorizes the funding for this single engine turboprop aircraft be split, \$1,475,000 from the State Highway Account and \$525,000 from the Aeronautics Fund for budget fiscal year 2019; and

*BE IT FURTHER RESOLVED*, that it is the Board's intent that the funding for this aircraft provided from the State Highway Account be reimbursed from the Aeronautics Fund in subsequent budget years in the following manner beginning at the close of fiscal year 2018:

- 1) Identify the cash balance in the Aeronautics Fund as of June 30 of each fiscal year.
- 2) Subtract from the June 30 cash balance the following:
  - a. All encumbrances requiring state funds;
  - b. All outstanding balances on grant awards of state funds to local airports from Idaho Airport Aid Program;
  - c. Any future year budget appropriation utilizing cash;
  - d. An amount of \$100,000 held in reserve in the event of revenue shortfall;
- 3) The resulting balance will be requested as part of the next budget request to the Governor/Legislature to be transferred from the Aeronautics Fund to the State Highway Account until the initial amount for the aircraft has been repaid; and

*BE IT FURTHER RESOLVED*, that it is the Board's intent that the Idaho Airport Aid Program, which provides grant money to local airports to match federal grant funds and fund other airport improvements, be established at a requested ongoing base amount of \$650,000 beginning in fiscal year 2020; and

December 14, 2017

*BE IT FURTHER RESOLVED*, that the Board authorizes the Idaho Transportation Department staff to reduce the FY19 budget line item that increased the Idaho Airport Aid Program by \$450,000 to a revised total increase of \$200,000.

GARVEE Corridor Funding. GARVEE Program Manager (GPM) Amy Schroeder summarized the GARVEE actions to date. Of the \$300 million authorized, \$150 million has been directed to I-84, Karcher to Franklin Boulevard and \$64 million to US-95, SH-53/Union Pacific Railroad/Garwood and Granite North. The remaining \$86 million is unallocated. Additional state and federal funds have been approved for the I-84 corridor, including for an environmental study from Caldwell to Nampa.

GPM Schroeder recommended re-directing the previously approved \$150 million to the Caldwell to Nampa corridor and dedicating the remaining \$86 million GARVEE authorization to the I-84 corridor to fully fund the estimated \$330 million I-84, Caldwell to Nampa corridor. Additionally, she recommends \$6 million in state funds for preliminary engineering and developing right-of-way plans for the SH-16, US-20/26 to I-84 corridor.

In response to Member Coleman's question, GPM Schroeder replied that the advantage to completing the preliminary engineering and right-of-way work for the SH-16 corridor is to prepare the project so additional funding, if it becomes available, could be dedicated to that corridor. The area is continuing to experience rapid growth, so it may be advantageous for the Department to preserve the right-of-way if there is an opportunity.

In response to Member Vassar's question, GPM Schroeder confirmed that the proposal utilizes all of the available GARVEE bond funds. She added that other funding sources could be directed to other GARVEE-eligible corridors.

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

RES. NO.        WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB17-55        timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-315 directs the Board to consider the cost of the projects and whether or not the project could be funded without GARVEE bonding, and also to balance and coordinate the use of bonding with the use of highways construction funding; and

WHEREAS, \$150 million GARVEE Bonds were allocated to the I-84, Karcher to Franklin Boulevard project and \$86 million remain unallocated; and

WHEREAS, \$112 million State/Federal funds have been dedicated to the I-84 Caldwell to Nampa Corridor in a combination of Transportation Expansion and Congestion Mitigation funds (FY18 & FY19), Surplus Eliminator funds (FY18), other state revenue (FY18 & FY19), and one-time additional cigarette tax (FY18); and

WHEREAS, \$1 million State funds were approved in August 2017 for the Environmental Study between Caldwell and Nampa; and

December 14, 2017

WHEREAS, the improvements from Franklin Road (Caldwell) to Karcher Interchange are estimated to be \$180 million and the cost of improvements through Caldwell are not yet known; and

WHEREAS, the SH-16, I-84 to SH-44 Corridor has an approved Record of Decision and the next step in developing the corridor is to proceed with preliminary engineering.

*NOW THEREFORE BE IT RESOLVED*, the Transportation Board allocates the following funding to improvements in the I-84, Caldwell to Nampa Corridor:

- \$150 million GARVEE bonds previously allocated to the Karcher to Franklin Boulevard project
- \$86 million GARVEE bonds unallocated to date

*BE IT FURTHER RESOLVED*, the Board approves \$6 million State funds (of the \$112 million approved previously) to advance preliminary engineering on the SH-16, I-84 to US-20/26 project, as the next step in developing the Corridor; and

*BE IT FURTHER RESOLVED*, the Board directs staff to work with the Community Planning Association of Southwest Idaho to process an amendment to the Transportation Improvement Program in advance of updating the FY18-24 Idaho Transportation Investment Program by adding:

- \$180 million to the existing Caldwell to Nampa project (key #20351)
- \$6 million for SH-16 preliminary engineering.

District 4 Office Reconstruction. District 4 Engineer (DE) Devin Rigby said some studies have been done to help determine where the District 4 Headquarters office building should be located since the Board approved constructing a new facility last year. Six potential office sites have been identified, including one behind the existing building in Shoshone and five in the vicinity of the I-84 and US-93 Interchange. The existing building would presumably be demolished, regardless of where the new office is constructed. Discussions have been held with the Division of Public Works (DPW) because it needs to be involved with the demolition of the existing building and with the selection and management of the design and construction architect for a new facility. DPW is willing to help hire an architect or civil engineering firm to do an in-depth site comparison.

DE Rigby summarized some of the information and studies presented to date, including the District 4 population center is at the junction of I-84 and US-93; relocating to the Twin Falls/Jerome area would reduce a majority of employees' travel costs, essentially giving them more take-home pay; and the Bengal Solutions study concluded that moving the office to the Twin Falls/Jerome area would best serve the needs of the employees, although it would have a negative economic impact on Shoshone and Lincoln County. Based on information to date, DE Rigby requested proceeding with an analysis of three sites in the I-84/US-93 vicinity: in the Cross Roads Northwest development; the Heritage Building in the Cross Roads development; and on property ITD owns in the southwest quadrant of the I-84/US-93 Interchange.

Member Horsch asked if the intent is to re-locate the existing maintenance facility in Shoshone to the site of the new administrative building. DE Rigby replied that the maintenance

crew based in Shoshone will not move. The City of Jerome is growing around the Jerome maintenance facility. It may be desirable to move the Jerome facility in the future, and consideration would presumably be given to move it near the administrative office building.

In response to questions on the Heritage Building, DE Rigby said there are no utilities in the building. It is essentially a shell that can be designed to fit the District's needs. It was built in 2009 and the development has sewer and water. Because it does not have heating, ventilation, and air conditioning, Member Coleman cautioned that a thorough review should be conducted because structures without those amenities generally do not hold up well.

Member Kempton made a motion to approve the resolution directing staff to pursue an analysis on three sites near the I-84/US-93 interchange. Member Vassar seconded the motion.

Member Coleman noted that the resolution incorrectly refers to the Department of Public Works instead of the Division of Public Works. Member Kempton made a motion to amend his motion to state the Division of Public Works. Member Coleman seconded the motion.

Member Kempton referenced a letter from the Lincoln County Commissioners expressing support to keep the administrative facility in the City of Shoshone. Member Kempton noted that constructing a new District 4 office has been discussed for a number of years, the Department has been transparent with this endeavor, and there has been opportunity for public comment. ITD's operations have changed significantly over the years, including the establishment of horizontal career paths whereby employees receive additional pay based partly on performance and education. He noted that District 4 is not located in a municipality with a higher education facility. It is the only District administrative office not located along a major transportation corridor. He recommends supporting the resolution.

Member DeLorenzo concurred. The facility has been discussed in length and the studies support analyzing sites in the Twin Falls and Jerome vicinity. Member Vassar agreed, and added that the Board members have given careful consideration to this issue.

Member Horsch acknowledged the negative economic impacts relocating the administrative office would have on Shoshone; however, he believes the Board must consider the impacts to the citizens of District 4 and the state. In September he voted to rebuild in Shoshone because he understands the impact a move like that could have on a small community, but after further review and consideration, he believes a facility in the I-84/US-93 area would better serve the District and state.

The motion to approve the following resolution passed unopposed.

RES. NO.        WHEREAS, in September 2016 the Idaho Transportation Board approved the  
ITB17-56        construction of a new District Four Headquarters Office building; and

WHEREAS, decision points and information are contained in resolution number  
ITB17-44 from the September 2017 Board meeting, and the minute entry of that  
Board meeting is incorporated as Exhibit #491, which is made a part hereof with  
like effect; and

WHEREAS, the Board directed the District to identify and compare potential office sites; and

WHEREAS, six potential office sites have been identified; and

WHEREAS, three sites are identified as best use of public funds and provide highest public benefit, Cross Roads Point N W Quadrant, Cross Roads Point Heritage Building, and I-84/US-93 Interchange S W Quadrant; and

WHEREAS, the Division of Public Works is available to manage the site comparison analysis and facility needs assessment.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes proceeding with the selection of a consultant to perform a site comparison analysis of sites 2, 3 and 5 described above.

Chairman Whitehead thanked DE Rigby for his work on this issue.

Professional Services Agreements over \$1 Million. Per the Board's discussion last month, Engineering Services Administrator (ESA) Blake Rindlisbacher said staff reviewed the requirements for consultant services agreements exceeding \$1 million. The limit was established in 1998 and based on inflation, would be \$1.5 million today. He provided statistics on the number of times staff requested exceeding the \$1 million limit the past five years. It averaged three times per year from 2013 to 2016; however six requests to exceed the \$1 million limit have been presented to the Board this year. He acknowledged that costs are increasing and there is potential for consultant agreements to exceed the limit more. Of the 409 projects in the ITIP, 40 are programmed over \$10 million. Consultant services generally range between 12 and 15% of the project, so there is potential for a number of projects to exceed the current consultant limit. ESA Rindlisbacher suggested \$1.5 million may be an appropriate limit. However, because the Department intends to utilize more design consultants for the construction engineering services, he said the Board may want to consider raising the limit to \$2 million.

Vice Chairman Gagner suggested using a percentage instead of a dollar amount. ESA Rindlisbacher replied that in analyzing data from the past five years, 27 was the highest percentage. The complexity of projects varies.

Member Coleman questioned using a percentage. His concern is with design services that keep escalating because a project was not adequately scoped. He is comfortable with the current \$1 million limit. He added his support to utilize design consultants for construction engineering services.

Member Kempton concurred with the \$1 million limit, partly due to the statistics ESA Rindlisbacher provided.

The consensus of the Board was to retain staff's authority to issue consultant services agreements up to \$1 million.

Automated Vehicles and Emerging Technologies. Freight Program Manager (FPM) Jeff Marker reported on national progress being made on autonomous vehicles and related issues, including federal legislation and US Department of Transportation activities. Idaho's legislature considered legislation on this topic in 2015; however, the bill was not successful. It also had a presentation on the current status of autonomous vehicles and reviewed the National Highway Traffic Safety Administration guidelines during the 2017 session.

ITD's Economic Opportunity and Mobility Strategic Team has been discussing automated vehicles and a New and Emerging Technology Working Group has been developed to focus specifically on this topic. FPM Marker said these vehicles impact highways due to maintenance issues and striping, signs, and signals. Keeping Idaho's highways properly maintained will be important for automated vehicles. DMV will review traffic codes, including the definition of driving and operating a vehicle. It will also need to assist with determining testing methods and liability insurance. ITD has some infrastructure projects related to autonomous vehicles and connected vehicles. It partners with the Idaho National Laboratory (INL) on traffic signals in Idaho Falls and to feed 511 information directly to INL's buses. ITD is working with the Ada County Highway District on a research project through PacTrans and on intersection impacts.

The Board thanked FPM Marker for the informative presentation and expressed appreciation for the Department's efforts to research and prepare for automated vehicles.

Freight Advisory Committee (FAC) Annual Report. FAC Chairman Winston Inouye said one of FAC's objectives is to gather and disseminate information. It reviewed applications for projects and recommended eight throughout the state based on the cost benefit analysis. It received updates from DMV on software issues and also monitored the state's railroads and Port of Lewiston activities.

Chairman Whitehead thanked FAC Chairman Inouye for the report and for his service on this important Committee.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 4:20 PM.

signed

---

JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved  
January 17, 2018  
Boise, Idaho

December 14, 2017