

# REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

April 16, 2014

The Idaho Transportation Board met at 8 AM, on Wednesday, April 16, 2014, at the Idaho Transportation Department District 2 Office in Lewiston, Idaho. The following principals were present:

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

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on March 19, 2014 as submitted. Member DeLorenzo seconded the motion and it passed unopposed.

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

May 21-22, 2014 – District 5  
June 18-19, 2014 – District 3  
July 10-11, 2014 – Districts 1 and 2 tour; meeting in District 1

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB14-08 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 the FY14 out-of-state travel budget revision; adjustments to the Transportation Management Area Transportation Alternatives Program; the delay of three Public Transit projects from FY13 to FY14; the Trucking Advisory Council membership correction; the addition of two National Summer Transportation Institute Discretionary Grants to FY14; and the addition of US-91, Agency Road Partnership to FY14.

1) FY14 Out-of-State Travel Budget Revision. Actual out-of-state travel costs during FY14 are projected to exceed the original FY14 budget by \$27,900, or 11.1%. Staff requested revising the FY14 budget to \$279,200, which will not increase the overall Operating budget because underruns in other cost categories will be moved to out-of-state travel.

2) Adjust Transportation Management Area – Transportation Alternatives Program. The Community Planning Association of Southwest Idaho requested several program changes: increase the West Pedestrian Bridge, Garden City, key #13512 project in FY14 to \$84,000; increase the Garden City to Americana Greenbelt, Boise project, key #13514 in FY15 to \$220,000 and \$187,000 in FY16; delay the \$45,000 Eckert Road Greenbelt Underpass, Boise project, key #13913 from FY14 to FY17; remove the Americana to Fairview, Greenbelt Maintenance, Boise project, key #13915 from FY14 and FY15 programmed at \$18,000 and \$220,000, respectively; remove the Fairview Avenue to Veterans Park Greenbelt Maintenance project, key #13919 from FY14, FY16, and FY17 at a total cost of \$237,000; and decrease the unprogrammed balance by \$3,000 in FY14 and \$13,000 in FY17. Staff also requested approval to amend the Statewide Transportation Improvement Program (STIP) accordingly.

3) Delay Public Transit Projects from FY13 to FY14. Staff requested the delay of the Asset Management Software, Mountain Rides Transportation Authority project, key #13753 for \$20,000; the Vehicle Replacements, Treasure Valley Transit project, key #13777 for \$405,000; and the Driggs Transit Center, City of Driggs, key #13752 for \$830,000 from FY13 to FY14 and to amend the STIP accordingly.

4) Trucking Advisory Council (TAC) Membership Correction. In February 2014 the Board approved extending Bill Stellmon's appointment as the District 2 TAC member and the appointment of Mike Kempel as the District 5 TAC member. Both appointments were incorrectly set to expire on December 31, 2015. Staff requested correcting the error to ensure continuity on the council. It requested revising the length of the term for TAC Members Stellmon and Kempel through December 31, 2016.

5) Add National Summer Transportation Institute Discretionary Grants to FY14. ITD applied for and was awarded funding for FY14 National Summer Transportation Institute projects. Northwest Nazarene University in Nampa received \$20,000 for its Treasure Valley camp, geared towards activities and education in the areas of Science, Technology, Engineering, and Math with an emphasis on transportation. Idaho State University in Pocatello received \$52,500. Its program is specifically targeted to reach students from the Shoshone-Bannock Tribe as well as additional minority, female, and disadvantaged students. Staff requested the addition of these two projects to the FY14 Program and to amend the STIP accordingly.

6) Add US-91, Agency Road Partnership to FY14. Staff requested the addition of the US-91, Agency Road Partnership project, key #8265, to FY14 for \$122,000 in State Funds. The original project to add a right turn lane was scheduled in FY13; however, due to delays with finalizing an agreement with the Shoshone-Bannock Tribe, the project was inadvertently removed from the Program.

Informational Items. 1) Monthly Financial Statements. Net obligations through March 31 totaled \$239.7 million. Of those obligations, \$238.3 million were for activities programmed for 2014. The Program estimated those activities at \$231.8 million. The net cumulative obligations exceeded the three-year average of \$158.2 million for the same period.

Through February, federal aid to the State Highway Fund totaled \$208.1 million year-to-date, or about 4% more than the same time period last year. Revenue from the Highway Distribution Account was .22% below the year-to-date projections. Miscellaneous revenue and transfers in from the elimination of the ethanol exemption were \$1.6 million over the estimate. Personnel expenditures were 4.3% less than budgeted through February. Total expenditures, including encumbrances, for operations reflected a 15% positive variance. Capital equipment had a 24% negative variance, which is a timing difference in allotments versus contracts issued.

Aviation fuel tax revenue through February was almost 1% below projections due to a Tax Commission error in processing the transfer. Miscellaneous revenue to the State Aeronautics Fund was 2% more than projected. Billings for state plane usage in February were not completed so this revenue should have been higher. Overall expenditures were less than budgeted.

2) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). From March 1 to March 31, the BSM Section processed eight new professional service agreements in the amount of \$197,535.

3) Contract Awards. Key #12885 – SH-62, Little Canyon Creek Bridge, Lewis County, District 2. Low bidder: Debco Construction - \$211,211.

Keys #12323 and #12996 – US-95, Whitebird Hill Overlay, Idaho County, and End of Concrete Highway to Lawyers Creek, District 2. Low bidder: Poe Asphalt Paving, Inc. - \$2,164,962.

Key #12333 – US-95, Clearwater River Bridge Scour Mitigation, Nez Perce, District 2. Low bidder: West Company Inc. - \$903,555.

The low bid on key #12944 – Grangemont Road, Clearwater County, District 2, was more than ten percent over the engineer's estimate, requiring justification. The major difference between the engineer's estimate and low bid was in

the MSE Retaining Wall Reinforced Fill and Special Horizontal Drainage Trench items. The latter is a relatively new technology for Idaho contractors, which may have resulted in additional costs because of the unfamiliarity with this type of trenchless technology. It is a high-risk item due to unknown geological potential of boulders in the path of the equipment. The retaining wall item is a small quantity item and, along with the remote location of the project, presumably resulted in the higher than anticipated bid. There are no discrepancies indicating an irregular bid. The project is to repair the roadway due to an emergency condition, so the sponsor and Local Highway Technical Assistance Council requested awarding the project. Low bidder: West Company Inc. - \$1,772,093.

Keys #13057 and #10939 – I-84, Meridian Interchange to Five Mile Road and Meridian Road Interchange, Ada County, District 3. Low bidder: Concrete Placing Company, Inc. - \$50,794,892.

Key #12350 – US-95, Trail Creek Bridge to Pinehurst Road, District 3. Low bidder: Debco Construction - \$761,761.

The low bid on keys #12429, #12428, #13098, and #12416 – US-91, I-15 Business Intersection 5<sup>th</sup> Avenue and Carter Signal, Pocatello; Yellowstone Avenue and Pearl Street, Pocatello; Yellowstone Avenue, Cedar to Alameda, Pocatello; and Yellowstone Avenue, Alameda to Flandro, Pocatello, District 5 was more than ten percent over the engineer's estimate, requiring justification. Twelve bid items make up the majority of the difference between the engineer's estimate and low bid. Items with the greatest variance were Excavation, Traffic Control Operations, Granular Subbase, and Mobilization. The project has a compressed schedule and is in the middle of the most densely urban area in Pocatello. The schedule and site conditions presumably resulted in the higher bid prices. The District does not believe re-advertising would result in better bids, so recommended awarding the contract. Low bidder: Staker & Parson Companies dba Jack B. Parson - \$6,778,490.

Key #12121 – I-15, Dubois to Beaver Creek Bridge, Southbound, District 6. Low bidder: H-K Contractors, Inc. - \$1,315,706.

Key #9560 – SH-33, Victor Main Street Improvements, District 6. Low bidder: H-K Contractors, Inc. - \$1,387,342.

Key #11154 – FY14 District 6 Durable Pavement Markings. Low bidder: Specialized Pavement Marking Inc. - \$384,673.

4) Professional Services Agreements and Term Agreement Work Task Report. From March 3 through March 28, 29 new professional services agreements and work tasks were processed, totaling \$2,399,790. Four supplemental agreements to existing agreements were processed during this period in the amount of \$63,400.

5) Report of Speed Minute Entry Changes for March 2014. The following speed minute entry change was processed in March in District 3:

<u>Route</u>	<u>Beginning Milepost</u>	<u>Ending Milepost</u>	<u>Speed Limit Old</u>	<u>New</u>
SH-44	4.068	4.232	35	25

Director's Report. Director Ness commented that the 2014 legislative session has ended, but discussions are already underway on increasing transportation revenue next year. The results of the second employee culture survey have been released and are being presented to employees. He mentioned a Federal Highway Administration award the Department received for wetland mitigation efforts and commended employees for their excellent customer service.

The Director's entire report can be viewed at <http://itd.idaho.gov/Board/report.htm>.

Chief Human Resources Officer Brenda Williams elaborated on the importance of culture, as it influences employee retention, productivity, and creativity. The organization's and individual culture results are being measured.

Chairman Whitehead welcomed Representatives John Rusche and Thyra Stevenson to the meeting.

Policy Introduction. Aeronautics Administrator (AA) Mike Pape said a purpose statement and legal authority were added to Board Policy 4064 Classification and Maintenance of State-owned and/or Operated Airports, formerly B-27-05. No substantive changes are proposed to the corresponding administrative policy, 5064.

Member Kempton made a motion to approve Board Policy 4064 Classification and Maintenance of State-owned and/or Operated Airports. Member Vassar seconded the motion and it passed unopposed. Without objection, the Board concurred with revisions to 5064 Classification and Maintenance of State-owned and/or Operated Airports.

AA Pape said the only changes proposed to Board Policy 4065 Acquisition and Closure of State Airports, formerly B-27-08, and its corresponding administrative policy are the inclusion of a purpose statement and legal authority.

Member Kempton made a motion to approve Board Policy 4065 Acquisition and Closure of State Airports. Member Vassar seconded the motion and it passed unopposed. Without objection, the Board concurred with revisions to 5065 Acquisition and Closure of State Airports.

Other than the inclusion of a purpose statement and legal authority, no revisions are proposed for Board Policy 4066 Airport Caretakers, formerly B-27-09, and its corresponding administrative policy, according to AA Pape.

Member Kempton made a motion, seconded by Member Vassar, and passed unopposed, to approve Board Policy 4066 Airport Caretakers. Without objection, the Board concurred with revisions to 5066 Airport Caretakers.

Enterprise Technology Services Planning and Governance Manager Tyler Zundel presented a new Board Policy, 4059 ITD System and Information Security. The Board Policy establishes the security program and CyberSecurity Team and corresponds with revisions to the existing Administrative Policy 5059 ITD System and Information Security.

Member Kempton made a motion to approve Board Policy 4059 ITD System and Information Security. Member Vassar seconded the motion and it passed unopposed. Without objection, the Board concurred with revisions to 5059 ITD System and Information Security.

Public Transportation Advisory Council (PTAC) Update. District 2 PTAC Member Deb Smith reported on the public transportation services provided in District 2. The majority of COAST's service is demand response, mainly serving elderly citizens. Although the cost per passenger trip is high, she believes the on-demand service is valuable to rural communities as it enables citizens to age in place.

Ms. Smith said they are always looking for ways to be more efficient and effective. She also emphasized the importance of partnerships, noting the collaboration with entities such as the Nez Perce Tribe and University of Idaho. District 2 is also working with District 1 to provide service between Moscow and Coeur d'Alene.

Chairman Whitehead thanked Ms. Smith for the report and for her efforts to expand and enhance public transportation.

Adopt-A-Highway Presentation (AAH). Member Vassar thanked the Avon Busy Bees for participating in the AAH Program. The group has been picking up litter along a two-mile stretch of SH-9 since 1995.

Administrative Rule 39.03.16 Governing Oversize Permits for Non-reducible Vehicles and/or Loads. Vehicle Size and Weight Specialist Regina Phipps recommended revisions to the Rule Governing Oversize Permits for Non-reducible Vehicles and/or Loads. This is in response to last month's request from Potlatch Corporation for an economic hardship waiver to allow movement of lumber up to 9 feet 2 inches wide on SH-3 for approximately one-half mile in St. Maries. The rule would allow a permit type for the kiln lumber stacks to be hauled side by side and exceed 8 feet 6 inches wide but not to exceed 9 feet 3 inches.

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

RES. NO. WHEREAS, the Idaho Transportation Board has authority to approve requested  
ITB14-09 changes to Idaho Transportation Department rules; and

WHEREAS, the Board finds the change to I.D.A.P.A 39.03.16 necessary for the industry within Idaho.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the following rule to be submitted for change:

Add the following to Rule 39.03.16 – Rules Governing Oversize Permits for Non-reducible Vehicles and/or Loads:

03. Kiln Lumber Stacks. Overlegal permits may be issued to allow the transportation of specifically produced kiln lumber stacks in excess of eight (8) feet six (6) inches wide but not in excess of nine (9) feet three (3) inches wide on designated highways. Each kiln lumber stack shall be considered a single non-reducible unit and may be hauled two (2) stacks wide and two (2) stacks high. Hauling vehicles eligible for permit for this purpose shall be legal size vehicles registered for travel on public highways. Operations of such overwidth loads shall be subject to the same time of travel restrictions and other safety requirements as other overwidth loads having a similar width; and

*BE IT FURTHER RESOLVED* that the Board approves the request to submit the change as listed above for Rule 39.03.16 and directs staff to promulgate a temporary rule effective May 1, 2014 and concurrently proceed with the regular rule making process.

Adjustments to FY14 and FY15 Idaho Transportation Investment Program (ITIP). Blake Rindlisbacher, Engineering Services Administrator (ESA), requested adjustments to the FY14 and FY15 ITIP to ensure utilizing FY14 funding this construction season. Three projects were not ready as of April 1 totaling \$6.8 million in federal aid and \$2.1 million in state funds. Staff would advance projects from the previously-approved list for advance construction funding and FY15 projects submitted by January 1, 2014 that have construction schedules for this construction season.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
ITB14-10 to publish and accomplish a current, realistic, and fiscally constrained five year Idaho Transportation Investment Program; and

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

WHEREAS, there are FY14 construction funds available that will not be utilized during the 2014 construction season; and

WHEREAS, there are FY15 projects available to utilize construction funds during the 2014 construction season.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the delay of US-95, Junction US-20/26 Union Pacific Railroad Overpass in the amount of \$6.3 million federal aid from FY14 to FY15; and

*BE IT FURTHER RESOLVED*, that the Board approves the delay of US-89, Dingle Pond Mitigation in the amount of \$500,000 federal aid from FY14 to FY15; and

*BE IT FURTHER RESOLVED*, that the Board approves the delay of SH-24, Milepost 18 to Milepost 32 in the amount of \$2.1 million state funds from FY14 to FY15; and

*BE IT FURTHER RESOLVED*, that staff is authorized to advance FY15 projects to fully utilize available funding; and

*BE IT FURTHER RESOLVED*, that staff is authorized to amend the FY14-19 Idaho Transportation

Improvement Program accordingly.

Allocations for FY15-19 Program Update. ESA Rindlisbacher summarized last month's presentation on revisions to the ITIP program structures and funding allocations. The proposal eliminates the district funding targets in FY19 and creates a Strategic Initiatives Program to align with the Strategic Plan, focusing on safety, mobility, and economic opportunity.

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

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds  
ITB14-11 appropriated for construction, maintenance, and improvement of state highways; and

WHEREAS, the Board is charged with considering the safety and convenience of highway users, the common welfare of the people and cities within the state, and the financial capacity of the State of Idaho to construct, reconstruct, and maintain state highways; and

WHEREAS, the Board exercises these powers and duties in part through the creation of performance-based capital investment programs, allocation of funds to these programs, and sub-allocation of funds within these programs to the six administrative districts of the Idaho Transportation Department; and

WHEREAS, the Board acts through the Department to locate, design, construct, reconstruct, alter, extend, repair, and maintain state highways; and

WHEREAS, ensuring optimal performance of the highway system depends upon careful consideration of performance measures, investment needs, and improvement costs.

*NOW THEREFORE BE IT RESOLVED*, that the Board directs staff to create a new program known as Strategic Initiatives for the purpose of funding Safety, Mobility, and Economic Opportunity related improvements on a statewide competitive basis in lieu of the previous Expansion, Safety – Statewide, and Safety Rail (Federal Aid) programs; and

*BE IT FURTHER RESOLVED*, that the Board directs staff to establish program allocation targets for the FY15-19 ITIP Update per Attachment 1 as shown as Exhibit 439, which is made a part hereof with like effect; and

*BE IT FURTHER RESOLVED*, that beginning in FY19 the Board directs staff to establish Pavement and Bridge condition based district sub-allocation targets in lieu of the previous 1/3 lane miles, 1/3 vehicle miles traveled, 1/3 deficient pavements allocation with a minimum Strategic Initiatives allocation of \$1 million per district per Attachment 2, as shown as Exhibit 440, which is made a part hereof with like effect.

Staff Capacity Analysis. Amanda LaMott, Bridge Engineer (BE), reported on a study to determine an appropriate balance between the use of consultants and in-house designers for project development. The intent is to weigh the pros and cons based on efficiency and staff capacity rather than direct cost. There is no national concurrence on whether it is better to use consultants or in-house staff; however, experienced staff is needed to review consultant's work and agencies want to avoid "brain drain", where staff is not sufficiently challenged. It was also noted that outsourcing 50%-70% of work is the ideal target.

ITD's utilization of designers varies, but as a rule, most staff is underutilized. It was noted, however, that guidelines were created for timesheet coding, as accurate data is essential, and not all districts have been coding timesheets appropriately. The study results will enable management to make better decisions in estimating needs, using consultants when the workload exceeds in-house capacity, and enhancing program stability.

Planning and Program Management Manager (PPMM) Erika Bowen said the study can be used to adjust the Project

Scheduling System, accurately record consultants' hours, and assess ITD's project delivery effectiveness and future staffing level needs. One of the next steps will be to evaluate the data to determine what balance of in-house and outsourcing will be successful.

The Board expressed appreciation for the study and believes the data will be valuable. Vice Chairman Coleman suggested looking at the value of service consultants provide rather than cost only. Additionally, the type of project should be considered, as designing a bridge is different than designing an overlay project.

Member Gagner asked if the intent is to utilize design staff statewide: to move staff from district to district as the need arises. PPMM Bowen replied yes. That is currently being done, but the intent is to expand that practice. Member Gagner noted that as a rule, the use of consultants appears to be more expensive. He asked if all employee costs, such as benefits and office space, were considered. BE LaMott replied in the affirmative. She said the loaded rate for ITD employees is about \$30. The comparable cost of consultants is approximately \$36.

Some Board members noted the importance of acquiring accurate data, particularly through the coding of timesheets. PPMM Bowen concurred. She added that it is partly a culture change: having employees take responsibility and account for the type of work performed.

Director Ness believes the study is a good start, but added that more work is needed. He reiterated that it is part of a culture shift: measuring performance and holding employees accountable.

Chairman Whitehead thanked BE LaMott and PPMM Bowen for the informative presentation and for their efforts on this important project.

Presentation: US-95, Lewiston Hill Arrester Bed Replacement of Ramp #3. Engineer Manager (EM) Doral Hoff elaborated on a recent project to replace the arrester bed on the third runaway truck ramp on the US-95, Lewiston Hill. The ramp was originally constructed in 1978. Over time, the material became contaminated from raking, which is part of the routine maintenance operations. About 7,150 tons of material was used to replace the old aggregate at a cost of \$188,000. EM Hoff added that based on preliminary calculations, the ramp should be long enough to accommodate vehicle combinations up to 129,000 pounds, but he cautioned that more research needs to be conducted on these loads.

Chairman Whitehead thanked EM Hoff for the interesting presentation.

District 2 Report. District 2 Engineer (DE) Dave Kuisti welcomed the Board to District 2. He noted the retirement earlier this year of long-time employee and former EM Pat Lightfield and the promotion of Doral Hoff to that position. The US-95, Thorncreek to Moscow project is proceeding well. Three technical reports are being finalized. The legal sufficiency review should be available soon after the Federal Highway Administration accepts the Environmental Impact Statement. After the Record of Decision is issued, final design and right-of-way acquisition will commence. He believes the project will be ready for advertising in the spring of 2016.

DE Kuisti reported on the District's project delivery efforts, construction projects, and winter maintenance efforts. He also reported that staff has provided assistance to District 3 with designing projects.

Chairman Whitehead thanked DE Kuisti for the report and congratulated him on his promotion to the District 2 Engineer position.

Delegation – Valley County. Valley County Commissioner Gordon Cruickshank thanked the Board for its time and for its service to the state. He expressed concern with recent restrictions placed on the SH-55, North Cascade Bridge. The weight restrictions will hinder commerce. Although there is a local road that could possibly be used as a detour, it is not in sufficient shape to handle the increased traffic. Neither the County nor ITD has the estimated \$4 million required to bring it up to standard. He proposed other options: flagging or a traffic signal to allow one-way traffic on the bridge. He added that the truck restrictions on SH-55 north of McCall, in the Goose Creek area, are also hindering economic opportunities.

Chief Engineer (CE) Dave Jones reported that the bridge replacement project has been accelerated to FY15. Staff is researching interim solutions; however, there are restrictions due to environmental issues and the high water level.

Member DeLorenzo asked if a signal may be feasible and what staff recommends. CE Jones replied that he does not recommend a signal, as that would back-up traffic. Flagging one direction may be feasible; however, he prefers accelerating interim repairs to the structure.

Chairman Whitehead thanked Commissioner Cruickshank for his comments, which the Board took under advisement.

Delegation – City of Moscow. Moscow City Supervisor Gary Riedner reported on recent projects. He noted that a number of them were completed through partnerships, including ITD's assistance with American with Disabilities Act ramp improvements and Safe Routes to School projects. The Moscow/Pullman Airport has a project to relocate the runway. Because the facility is in Washington, Washington's match of 10% is required. There is an effort underway to get congressional approval to use Idaho's match of 6.25%, which would reduce the required match by over \$2 million. He commended the partnership with the University of Idaho on transit, noting that ridership has been increasing. In conclusion, Mr. Riedner expressed the City's support for the US-95, Thorncreek to Moscow project.

Chairman Whitehead thanked Mr. Riedner for his comments. He commended the City of Moscow for its collaboration and support for the US-95, Thorncreek to Moscow project.

New Business. Transportation Investments Manager John Krause requested adjustments to the Transit Program. The Community Planning Association of Southwest Idaho project modifications were requested to better reflect the current cost estimates and program expectations. The Bonneville Metropolitan Planning Organization requested the addition of a bicycle/pedestrian improvement project to utilize unprogrammed funds.

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

RES. NO.        WHEREAS, it is in the public's interest for the Idaho Transportation Department  
ITB14-12        to publish and accomplish a current, realistic, and fiscally constrained five year Idaho Transportation  
                         Investment Program; and

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

WHEREAS, the Community Planning of Southwest Idaho (COMPASS) and the Bonneville Metropolitan Planning Organization (BMPO) have requested multiple transit project changes; and

WHEREAS, COMPASS and BMPO Transportation Improvement Programs have been modified to reflect these changes.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the program changes to FY14 of the Transit Program, as shown as Exhibit #441, which is made a part hereof with like effect, contingent on COMPASS Board approval, expected at its April 21, 2014 meeting; and

*BE IT FURTHER RESOLVED*, that staff is authorized to amend the FY14-18 Statewide Transportation Improvement Program accordingly.

Due to some concern that the Department may not be providing sufficient opportunity for verbal testimony as part of the process to designate 129,000 pound truck routes, Member Kempton proposed a change to that process. He recommended allowing time for verbal testimony approximately one or two weeks before the Board Subcommittee on 129,000 Pound Truck Routes meeting. A transcript of the testimony would be provided to the Subcommittee for its consideration. The respective Board member and District Engineer would be responsible to conduct these meetings. Member Kempton believes that if no verbal testimony is received at the first several meetings, this step may be discontinued. He also suggested looking into conducting this verbal testimony process telephonically.

Member Kempton made a motion to revise the process for designating 129,000 pound truck routes to include an opportunity for verbal testimony after the Chief Engineer's analysis has been completed and prior to the Board Subcommittee on 129,000 Pound Truck Routes meeting. Member Vassar seconded the motion and it passed unopposed.

Executive Session on Personnel and Legal Issues. Member DeLorenzo made a motion to meet in executive session at 11:50 AM to discuss personnel and legal issues as authorized in Idaho Code Section 67-2345(a), (b), and (f). Vice Chairman Coleman seconded the motion and it passed 6-0 by individual roll call vote.

Discussions were held on personnel and legal matters.

The Board came out of executive session at 1:40 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 1:40 PM; however, the Board traveled north on US-95 and west on SH-8 to Pullman, Washington where it met with the Washington Transportation Commission. The main topics of discussion were the Moscow/Pullman Airport and the Snake River and Columbia River ports of commerce.

signed

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JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved  
May 22, 2014  
Pocatello, Idaho