

REGULAR MEETING AND DISTRICT 5 TOUR  
OF THE IDAHO TRANSPORTATION BOARD

May 21-22, 2014

The Idaho Transportation Board met at 9 AM, on Wednesday, May 21, 2014, in Blackfoot, 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  
Brian W. Ness, Director  
Scott Stokes, Chief Deputy  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Representative Julie VanOrden was also present.

District 5 Tour. The Board met with Blackfoot City Council Member Jan Simpson and Airport Monitor Randy Wareing. They discussed recently-completed transportation projects and planned improvements in the city and at the airport. One of the city's concerns is its aging infrastructure. The airport's physical restrictions impede opportunities to expand the facility. Phase II of its master plan is underway, which will address options for expanding or relocating the airport.

The Board traveled US-91 north to Shelley. Shelley Mayor Stacy Pascoe mentioned a new business under construction on the north end of town. The additional traffic to the plant, particularly truck traffic, is a concern. The Board visited the site of the new facility. District 5 Engineer (DE) Ed Bala believes improvements can be made to the US-91 and Country Club Road intersection in the near future that will improve the truck turning radius. He will also consider other future improvements.

The tour continued on local roads and south on US-91, I-15, and SH-39. The Board met with Power County Commissioners and representatives from Magnida. The delegation talked about plans to construct a fertilizer plant near American Falls. It is exploring partnerships to provide bus service for employees to the facility once it is operating.

The tour continued south on SH-39 and local roads. After visiting the site of the proposed Magnida facility, the Board continued on SH-39 to American Falls. Mayor Beita thanked the Board for the recent downtown improvement project. He expressed concern with access to the I-86 Business route. Because of growth in northeast American Falls, another access is desired; however, the Department's policy is to close one access if a new access is granted. The Board traveled the bypass route, then continued east on I-86.

At the Pocatello Regional Airport, Airport Manager David Allen reported on commercial air service and efforts to expand the industrial park.

The Board toured Petersen Incorporated, which manufactures a variety of products.

The tour continued east on I-86 to Pocatello.

WHEREUPON the tour recessed at 5:05 PM in Pocatello.

May 22, 2014

The Board reconvened at 8 AM on Thursday, May 22, 2014, at Idaho State University, Pocatello, Idaho. All members were present, including District 6 Member Lee Gagner. Deputy Attorney General Larry Allen was also in attendance.

Member Gagner introduced Kimbol Allen. Mr. Allen was recently promoted to the District 6 Engineer position. He was the Operations Engineer in District 4.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on April 16, 2014 as submitted. Vice Chairman Coleman seconded the motion and it passed unopposed.

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

June 18-19, 2014 – District 3

July 10-11, 2014 – Districts 1 and 2 tour; meeting in District 1

August 20-21, 2014 – Districts 3 and 4 tour; meeting in District 4

Consent Items. Member Vassar 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-explanatory items that can be approved in one motion; and  
ITB14-13

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 FY15 out-of-state travel; the delay of Cheney Drive, Washington Street to North College Road College of Southern Idaho to FY15; the delay of Kootenai County Base Scheduling System to FY14; and the addition of Shoshone-Bannock Tribes operating to FY14.

1) FY15 Out of State Travel. The FY15 out-of-state travel request is \$367,220. The budget includes \$305,840 in state funds and \$61,380 in federal funds. The request is \$88,020 more than the revised FY14 budget. This is mainly due to the need to provide essential training to new staff and managers because of the large number of retirements experienced over the last year and recent reorganization.

2) Delay Cheney Drive, Washington Street to North College Road College of Southern Idaho to FY15. The City of Twin Falls requests delaying the Cheney Drive, Washington Street to North College Road College of Southern Idaho project, key #11495 from FY14 to FY15. The project design is not complete. The project construction is funded with Section 129 Earmark and local non-participating, so there are no implications to fiscal constraint on federal-aid funding within the program. Staff requests approval to delay the project and amend the FY14 Statewide Transportation Improvement Program (STIP) accordingly.

3) Delay Kootenai County Base Scheduling System Project from FY13 to FY14. The Kootenai Metropolitan Planning Organization requests delaying the Kootenai County Base Scheduling System project to FY14. The public transit project is part of a prior year's award to Idaho for the Veterans Transportation and Community Living Initiative. In addition to delaying the \$275,000 project, staff requests approval to amend the FY14 STIP accordingly.

4) Add Shoshone-Bannock Tribes – Operating to FY14. The Shoshone-Bannock Tribe has been awarded \$200,000 in Federal Transit Administration Section 5311 discretionary funds for public transportation on Indian Reservations. The funds are for ongoing operations of existing services. Staff requests the addition of this \$200,000 project to the FY14 Transit Program and to amend the STIP accordingly.

Informational Items. 1) FY15-18 Strategic Plan for the Division of Financial Management. Idaho Code requires state agencies to submit a Strategic Plan covering a minimum of four years to the Division of Financial Management by July 1. The document is to include the Department's vision and/or mission statement, goals, objectives, performance measures and benchmarks, and external factors. The draft Plan was presented for the Board's review.

2) Monthly Financial Statements. Net obligations through April 30 totaled \$248.3 million. Of those obligations, \$241.3 million were for activities programmed for 2014. The Program estimated those activities at \$236.6 million. The net cumulative obligations exceeded the three-year average of \$183 million for the same period.

Through March, federal aid to the State Highway Fund totaled \$215.6 million year-to-date, or about 4% more than the same time period last year. Revenue from the Highway Distribution Account was .18% below the year-to-date estimates. Miscellaneous revenue and transfers in from the elimination of the ethanol exemption were \$1.2 million more than expected. Personnel expenditures were 4.3% less than budgeted through March. Total expenditures, including encumbrances, for operations reflected a 12% positive variance. Capital equipment had a 26% negative variance, which is a timing difference in allotments versus contracts issued.

Aviation fuel tax revenue through March was 10% above projections. Miscellaneous revenue to the State Aeronautics Fund was right on forecast. Overall expenditures were less than budgeted. To date, \$219,267 in trustee and benefit payments have been made.

3) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). From April 1 to April 30, the BSM Section processed two new professional service agreements and renewed six in the amount of \$1,545,837.

4) Contract Awards. Keys #13353 and #13361 – US-95, Alpine Store to Council and FY14 Overlays, Adams County, District 3. Low bidder: Knife River Corporation - Northwest - \$6,678,406.

The low bid on key #12398 – US-26, Junction SH-46 Traffic Signal, Gooding, District 4, was more than ten percent over the engineer's estimate, requiring justification. The major differences were in the Special Storm Water Retention Pond, Superpave Hot Mix Asphalt Pavement Including Asphalt and Additives Class Special-6, and Mobilization items. It appears the higher bid prices were due to subcontractors' costs associated with overhead, mobilization of equipment with trenching, and electrical mobilization. The small amount of pavement and the proximity of the asphalt plant or need to purchase commercial asphalt were also factors in the superpave item. The District does not believe re-advertising will result in better bids, so recommended awarding the contract. Low bidder: Western Construction, Inc. - \$729,616.

Key #8119 – District 5 Bridge Rehabilitation. Low bidder: Cannon Builders Inc. - \$1,843,386.

The low bid on key #12437 – US-89, Ovid Creek East Bridge, Bear Lake County, District 5, was more than ten percent over the engineer's estimate, requiring justification. The major difference between the engineer's estimate and low bid were in thirteen bid items, with the most discrepancy in Mobilization, Superpave Hot Mix Asphalt, and Excavation. Most of the items have a hauling component, which increased the bid amounts. Other apparent reasons for the higher bid were the remote location of the project, schedule constraints, and stage construction. This is a high priority project and staff recommended awarding the bid. Low bidder: Knife River Corporation – Northwest - \$1,929,083.

Keys #12427 and #12419 – I-15 Business, Interchange #57 to Sorelle Road, Inkom and Interchange #44 to North City Limits, McCammon, District 5. Low bidder: Staker & Parson Companies dba Jack B. Parson - \$246,476.

The low bid on key #13104 – US-30, Montpelier South City Limits to Dingle Road, District 5, was more than ten percent over the engineer's estimate, requiring justification. The most significant difference between the low bid and engineer's estimate was in the Superpave Hot Mix Asphalt item. The estimator unit price was erroneously low. The District recommended awarding the project. Low bidder: Staker & Parson Companies dba Jack B. Parson - \$2,024,898.

Key #12880 – SH-31, Pine Creek Bridge, Bonneville County, District 6. Low bidder: Cannon Builders, Inc. - \$2,242,442.

Key #12457 – I-15, FY14 District 6 Pavement Maintenance. Low bidder: Imperial Asphalt - \$297,970.

5) Professional Services Agreements and Term Agreement Work Tasks Report. From March 31 through April 30, 30 new professional services agreements and work tasks were processed, totaling \$5,656,024. Six supplemental agreements to existing agreements were processed during this period in the amount of \$341,250.

6) Report of Speed Minute Entry Changes for March 2014. The following speed minute entry changes were processed in March:

<u>Route</u>	<u>Beginning</u>	<u>Ending</u>	<u>Speed Limit</u>	
	<u>Milepost</u>	<u>Milepost</u>	<u>Old</u>	<u>New</u>
SH-8	13.540	13.660	50	45
SH-8	13.660	13.861	35	45
SH-8	13.861	14.235	25	30
SH-55	130.500	130.694	65	45
SH-55	130.752	130.944	45	35
SH-55	131.573	131.584	45	25
SH-55	131.584	131.709	45	35
SH-55	131.823	131.897	65	45
SH-75	74.900	80.950	55	65

Adopt-A-Highway (AAH) Presentation. Member Horsch thanked the Dr. Fackrell family for participating in the AAH Program. The family provides a valuable service by picking up litter on a two-mile section of US-91.

Director's Report. Director Ness reported on a recent Western Association of State Highway and Transportation Officials' (WASHTO) Chief Executive Officers meeting. The majority of WASHTO states share the priorities of succession planning, the need for increased state funding, and the need for stable federal funding. He summarized federal surface transportation reauthorization proposals.

Director Ness mentioned his attendance at the April Capital for a Day in Bonners Ferry and Chairman Whitehead's participation and Member DeLorenzo's attendance at the I-84, Meridian Interchange groundbreaking ceremony, which the city sponsored. ITD signed a reciprocity agreement with the Republic of China related to obtaining drivers' licenses. The Department's compensation plan was announced last month. He commended District 6 Land Surveyor Rayce Ruiz for receiving the 2014 Distinguished Service Award from the Idaho Society of Professional Land Surveyors. He also mentioned awards for the US-95, Sand Creek Byway; the I-86 Chubbuck Diverging Diamond Interchange; the SH-44, Linder Road to Ballantyne Lane design-build project; and the communication awards from the Idaho Press Club.

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

Chief Deputy Stokes reported on the successful Highway Safety Summit held last month in Boise with over 200 participants. Updating the commercial drivers' license system is proceeding well and has drawn the attention of other states, as they are inquiring about our system. He also congratulated Division of Motor Vehicles' employees for identifying ways to improve the titles process, which should reduce the backlog of titles to process.

Chief Operations Officer (COO) Jim Carpenter reported on the districts' various activities during employee appreciation week earlier this month. He provided updates on the Strategic Initiative Program projects: US-95, Council Alternate Route; US-95, Thorncreek to Moscow; and US-20, Thornton Interchange. Although the latter project has some issues to resolve, all three are proceeding well. He also elaborated on federal issues. The Highway Trust Fund balance is expected to run out in July unless action is taken. Staff will continue to monitor this issue closely and will delay advertising projects if necessary.

Char McArthur, Chief Administrative Officer (CAO), reported on efforts to change the Department's culture, visits to Districts 5 and 6 last week, the improvement in metrics and visual tools used on the OTIS project which will be similar to those used to manage and measure the future DMV modernization effort. She also provided an update on the

Innovate ITD! Program and recognized several District 5 employees for their innovative submittals.

Public Transportation Advisory Council (PTAC) Update. District 5 PTAC Member Kathy Ray reported on the public transportation services provided in District 5, including fixed routes, intercity connectivity, and transportation for the elderly and disabled. Efforts are underway to provide service to veterans, especially in rural areas.

Ms. Ray emphasized the importance of partnerships. Some of those efforts include discussions to provide transportation to the planned Magnida fertilizer plant in Power County and the development of a brochure on the Greater Blackfoot area's 6.5-mile multi-use greenbelt. She added that although the air quality issue in Franklin County is challenging, it also offers opportunities for transit.

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

Moscow-Pullman Airport Realignment. Aeronautics Administrator Mike Pape presented a resolution in support of Congressional action to allow Idaho's match for the Moscow-Pullman Airport runway realignment project.

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

RES. NO. WHEREAS, the purpose of the project is to improve safety at the Moscow-  
ITB14-14 Pullman Regional Airport (PUW) by bringing the airfield into compliance with Federal Aviation Administration (FAA) design standards, provide adequate runway length to meet airport user needs, and complete terminal improvements to accommodate existing and projected passenger demand; and

WHEREAS, the Airport currently serves over 76,000 commercial passengers annually with three daily scheduled flights to Seattle on Alaska Airlines. The Airport supports charter aircraft activity of the University of Idaho and the other WAC universities as well as several local businesses that utilize corporate aviation to deliver people and goods to destinations across the U.S., Mexico, and Europe; and

WHEREAS, a recent economic study shows that PUW provides 349 jobs, \$10.7 million in total payroll, and contributes over \$27 million annually to Idaho's economy. The proposed runway realignment project will provide an environment for sustained growth in the region's transportation services and ability to support economic development; and

WHEREAS, the realigned runway project has been in the planning process since 1999 and the airport, in coordination with the FAA, is currently preparing an Environmental Assessment to be completed in the fall of 2014; and

WHEREAS, the project is supported by the Cities of Moscow and Pullman, Latah and Whitman Counties, Washington State University, University of Idaho, and the Washington Department of Transportation – Aviation Division; and

WHEREAS, the FAA Northwest Mountain Region has indicated that this project has the highest priority; and

WHEREAS, the project is estimated to cost \$60 million and will be supported primarily through the FAA's Airport Improvement Program using entitlement and discretionary funding; and

WHEREAS, the FAA reauthorization bill signed into law in February 2012 has increased the local match for most small airports from 5% to 10%, resulting in a local match of \$6 million and this project has been in the planning stages since the 1990's and a 5% match (\$3 million) has been budgeted. Idaho's other commercial service airports are granted a higher federal match of 93.75% resulting in a local match of 6.25%. The City of Moscow, Latah County, and University of Idaho are not able to leverage the higher federal share as the airport is physically located three miles away in the state of Washington; and

WHEREAS, the Moscow-Pullman Regional Airport is, and has been since 1939, considered an Idaho airport for the purposes of statewide planning, economic development, regional air service, access to the Palouse, and airport financial assistance through the Idaho Airport Aid Program (IAAP). During the past 43 years (since 1971) PUW has received more than \$367,000 in IAAP grant funds.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board fully supports the Runway Realignment Project at the Moscow-Pullman Regional Airport (PUW). The Board also supports the concept of utilizing a federal match rate similar to Idaho's other commercial service airports of 93.75%, resulting in a local match of 6.25%.

GARVEE Program – Revised FY14 Working Plan Summary. GARVEE Program Manager Amy Schroeder said the GARVEE bonds and federal-aid funds to match the construction estimates have been reallocated to draw down the bonds prior to using the federal-aid budgeted on the active projects in the program. In order to utilize the bonds in the most effective manner and to meet drawn down requirements, projects with long close-out periods or ongoing right-of-way negotiations are being converted to federal aid.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB14-15 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

WHEREAS, Idaho Code § 40-315 directs the Board to balance and coordinate the use of bonding with the use of highways construction funding; and

WHEREAS, Idaho Code § 40-315 authorizes federal-aid debt financing through the issuance of Grant Anticipation Revenue Vehicle (GARVEE) bonds by the Idaho Housing and Finance Association for highway transportation projects; and

WHEREAS, legislative appropriations enacted in 2006, 2007, 2008, 2009, 2010, and 2011 authorized the issuance of GARVEE bonds; and

WHEREAS, the Board is granted the statutory responsibility and duty to allocate GARVEE bond proceeds among legislatively authorized projects, including the following:

US-95, Garwood to Sagle

US-95, Worley to Setters

SH-16 Ext, I-84 to South Emmett

I-84, Caldwell to Meridian

I-84, Orchard to Isaacs Canyon

US-30, McCammon to Soda Springs; and

WHEREAS, \$857.1 million in GARVEE bonds have been authorized, and fully bonded and allocated to projects in the GARVEE Transportation Program; and

WHEREAS, \$81 million Federal-aid formula funds have been included in and administered by the GARVEE Transportation Program.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the GARVEE Program REVISED Fiscal Year 2014 Working Plan Summary, as shown as Exhibit #442, which is made a part hereof with like effect, a copy of which has been provided to the Board.

Alternative Contracting Project Nominations and Deletions. Monica Crider, Contracting Services Engineer, said Districts are to nominate projects for either the design-build or construction manager/general contractor alternative delivery method as part of the STIP update. The draft STIP will reflect the recommended changes. Two projects are being removed from the alternative delivery portfolio: US-20, Commercial Weight and Safety Compliance Station Phase 3 and SH-32, Badger Creek Bridge. Both of these District 6 projects will be constructed via the traditional method. Four new projects are being proposed for alternative contracting: SH-45, Snake River Bridge, Walter's Ferry, key #13389 and US-95, Milepost 122-139 Bridge Replacements, key #13948 in District 3, District 2's US-12, Fish Creek Bridge project, key #13883, and the SH-41, Burlington Northern Railroad Bridge project, key #13851, in District 1. Some of the reasons to use alternative contracting for these projects include the opportunity for accelerating bridge construction, minimizing impacts to the public, the potential for cost savings, and minimizing impacts to natural resources.

FY14 Board State-Funded Unallocated Account. COO Carpenter said the FY14 Board State-Funded Unallocated Account currently has a balance of \$4.5 million. He requested authority to utilize these funds to advance projects for construction this summer.

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

RES. NO.        WHEREAS, it is in the public's interest for the Idaho Transportation Department  
ITB14-16        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 in the Board State-Funded Unallocated Account that are not committed for use 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 that staff advance FY15 projects to fully utilize available funding; and

*BE IT FURTHER RESOLVED*, that staff is authorized to amend the FY14–19 Idaho Transportation Investment Program accordingly.

Spending Plan for House Bill 547 – Cigarette Tax Revenue. COO Carpenter said legislation passed in 2014 directs \$4.7 million from cigarette tax revenues to the GARVEE Debt Service Fund. The transfer of this \$4.7 million payment will start in FY15 and end in FY30. HB547 also authorizes any remaining, uncommitted funds from the cigarette tax to the State Highway Account starting in FY16 with an estimated \$6.2 million transfer. COO Carpenter proposed committing this additional revenue to the newly-created Strategic Initiatives Program. It was noted, however, that the revenue is projected to decline about 2% annually, resulting in transfers to the State Highway Account ending in FY22.

In response to Member Gagner's question, COO Carpenter said he does not believe there are any restrictions with the State Highway Account funds. The revenue is to be used on state highways. With funding dedicated to the GARVEE Debt Service, Vice Chairman Coleman noted that \$4.7 million will be available for other uses. He asked how the \$4.7 million will be distributed. COO Carpenter said it will be directed to the newly-created Strategic Initiatives Program. Member Horsch cautioned not to depend on this funding, as legislation could change the distribution or cigarette sales could decline, reducing this additional revenue to ITD.

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

RES. NO.        WHEREAS, the Idaho Transportation Board is authorized to expend funds

ITB14-17 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 distribute additional funding from HB547 Distribution of Cigarette Tax to the Strategic Initiatives Program starting in FY16 for the purpose of funding Safety, Mobility, and Economic Opportunity related improvement projects.

Positive Community Norms Highway Safety Project Update. Highway Safety Manager (HSM) Brent Jennings said the Positive Community Norms pilot project is proceeding well. The communities of Blackfoot, Lewiston, and Twin Falls are engaged in an effort to end impaired driving by fostering bystander engagement. He shared some of the messages that are being used in the Blackfoot area. For example, 94% of adults in Blackfoot strongly agree drinking and driving is wrong and 92% reported not driving within two hours of drinking in the past 60 days. The project encourages citizens to speak up and end drinking and driving. Some of these actions could be to report drivers who have been drinking to 911, speak up if you come into contact with someone who has been drinking and tell them to either stay where they are or get a ride with someone else, or to establish clear rules about never drinking and driving in your family and workplace. It is time for all of us to speak up and end impaired driving in our community.

Highway Safety Performance Plan for FY15. HSM Jennings presented the draft Highway Safety Performance Plan. The document, required by the National Highway Traffic Safety Administration, outlines the behavior highway safety program for the year. The Board will be asked to approve the Plan next month.

2025 Idaho State Highway Functional Classification Update. Planning Services Engineer (PSE) Erika Bowen presented the draft 2025 Idaho State Highway Functional Classification map. Functional classification is a method of classifying roads by the service they provide as part of the overall transportation system, plus it provides roadway design expectations. She said the Federal Highway Administration eliminated the “urban” and “rural” designations. The current classifications are interstate, other freeway or other expressway, other principal arterial, minor arterial, major collector, minor collector, and local; however, the state highway classifications do not include the last two categories. Federal aid is available for all classifications except minor collector and rural.

In response to Member Gagner’s question on the impact to the access control policy, Engineering Services Administrator (ESA) Blake Rindlisbacher responded that there is no direct impact. The access control rule considered the classifications. He added that the rule refers to highways of significance. Member Horsch cautioned that lower designations may hurt some communities. Roads are so important, especially to rural areas.

Member DeLorenzo referenced a recent letter from the Community Planning Association of Southwest Idaho (COMPASS) noting concerns with some of the classifications within its boundaries. PSE Bowen said staff has been working with local highway jurisdictions on the proposed map, but not with the Metropolitan Planning Organizations (MPOs). Staff will continue working with local entities as it finalizes the map for Board approval next month. Member DeLorenzo encouraged staff to work with MPOs too.

District 5 Usage of IPLAN. DE Bala reported on staff’s usage of IPLAN, including for asset management, to provide

public information, and to obtain data specific to District 5. It also enables faster and more accurate identification of locations for emergency response. IPLAN is a one-stop-shop, resulting in efficiency. It also provides concise data and is a mechanism to accurately develop project charters.

Once fully implemented, PSE Bowen estimates IPLAN could save the Department about \$410,000 annually. The savings would be realized by eliminating the use of consultants to collect and report on existing ITD data and reducing the hours required to compile environmental data.

District 5 Report. DE Bala reported on some of the District's performance measures. It exceeded the winter mobility goal of 55% by achieving 76%. Similarly, it's storm index was .06 while the goal was .2. In this case, the lower number is better. He is pleased with the employees' winter maintenance improvements, but acknowledged it needs to work on summer construction procedures, as that is now the biggest mobility impediment.

The District is doing less with fewer employees through revised quality assurance procedures, using warranties on overlay projects, and scheduling maintenance crews based on the forecast. The full-time equivalent positions were reduced from 169 to 151, with plans to reduce that number further. He also recognized a number of employees for their efforts.

Chairman Whitehead thanked DE Bala for his report and for his leadership.

Policy Introduction. ESA Rindlisbacher said the main changes to Board Policy 4060 Functional Classification of State Highway Systems, formerly B-09-02, Functional Classification of State and Local Highway and Street Systems, is the addition of a purpose statement and legal authority. Additional changes were made to the corresponding Administrative Policy to update language on obtaining data.

Member Kempton made a motion to approve Board Policy 4060 Functional Classification of State Highway Systems. Member Vassar seconded the motion and it passed unopposed. Without objection, the Board concurred with revisions to 5060 Functional Classification of State Highway Systems.

In addition to the purpose statement and legal authority, ESA Rindlisbacher said minor, non-substantive revisions are proposed for Board Policy 4069 Corridor Planning for Idaho Transportation System, formerly B-09-04, and the corresponding Administrative Policy.

Due to the letter COMPASS submitted with concerns on the proposed revisions, the consensus of the Board was to hold the policy for a 30-day review period and have staff consider COMPASS's comments.

ESA Rindlisbacher recommended deleting Board Policy B-09-03 Numbering of State Highways and its corresponding Administrative Policy because they are not necessary.

Member Vassar made a motion, seconded by Member Horsch, and passed unopposed, to delete Board Policy B-09-03, Numbering of State Highways. The Board had no objections to deleting A-09-03, Numbering of State Highways.

CAO McArthur recommended deleting the stand-alone Administrative Policy A-01-04, Enterprise Information Strategy because it is obsolete. The Board had no objections to deleting A-01-04.

COO Carpenter proposed revisions to Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts. The change requires Board approval on construction contracts when the low bid exceeds the engineer's estimate by more than ten percent or when the low bid exceeds the engineer's estimate by more than \$2 million.

Member Kempton made a motion to approve revisions to Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts. Member Vassar seconded the motion and it passed unopposed.

COO Carpenter presented revisions to Board Policy 4011 Idaho Transportation Investment Program and the corresponding Administrative Policy. There are two main revisions. One change allows staff to advance or delay projects in the approved Pavement, Bridge, or Strategic Initiatives Programs. The other is the addition of language regarding the end-of-the-fiscal-year process for Redistribution of Obligational Authority Not Used by Other States.

Due to concerns with the proposed revisions that COMPASS expressed in a recent letter, the consensus of the Board was to hold the policy for a 30-day review period and have staff consider COMPASS's comments.

Executive Session on Personnel and Legal Issues. Vice Chairman Coleman made a motion to meet in executive session at 11:55 AM to discuss personnel and legal issues as authorized in Idaho Code Section 67-2345(a), (b), and (f). Member Gagner seconded the motion and it passed 6-0 by individual roll call vote.

Discussions were held on personnel and legal matters.

Member Gagner left the meeting during the executive session.

The Board came out of executive session at 2:30 PM.

Delegation – White Pine County, Nevada. Jim Garza, Community and Economic Development Director, White Pine County, Nevada, said an effort is underway to connect Phoenix, AZ and Las Vegas, NV via a new interstate, I-11. Nevada leaders are exploring continuing the I-11 corridor from Las Vegas north to Canada. Several proposed routes are being considered. He focused on the US-93 alternative, which would terminate on I-84 just north of Twin Falls. The route encompasses 535 miles of roadway that would need to be addressed and 41 obstacles, such as bridges, railroad/highway crossings, and narrow right-of-ways through townships. Some of the benefits of this corridor include it is the shortest route being studied, it has the least expensive construction costs per mile, and it would provide two access points into Canada: I-84 east to I-15 or I-84 west to I-5 and then north.

Member Coleman expressed support for the US-93 route, noting one of its advantages is the option for motorists to travel either east or west when they reach I-84. Member Kempton noted the proposed westerly routes have high elevation passes, which are not conducive to 129,000 pound vehicles. With efforts underway to allow 129,000 pound vehicles on Idaho's interstates, he believes the US-93 option would appeal to commerce and provide an economic advantage. Although he supports it, Member Horsch cautioned that constructing a new Interstate from Las Vegas north may not be realistic.

The consensus of the Board was to support the US-93 option. It will send a letter of support to Idaho's Congressional Delegation. It also asked Director Ness to contact the Nevada Department of Transportation Director to discuss the I-11 Intermountain West Corridor study, particularly in support of the US-93 option.

New Business. Member Kempton referenced the 129,000 pound truck route designation process. Earlier, the Subcommittee on 129,000 Pound Truck Routes concurred to hold meetings in the district of the requested route. Since then, an opportunity for verbal testimony has been added to the process. These additional hearings will be in the respective district, so Member Kempton recommended conducting all Subcommittee meetings at ITD Headquarters. Vice Chairman Coleman commented that the change of venue may create a hardship for local officials. Member Kempton responded that the meetings will be available via video conference at the district office or possibly via telephone.

Without objection the Board concurred to hold the Subcommittee on 129,000 Pound Truck Route meetings at the Headquarters office in Boise.

Chief Engineer Dave Jones mentioned that ITD staff is responsible for the bridge load rating on local bridges. Staff has a lot of data on local bridges. He offered ITD's assistance with the analysis on bridges on the local system when local public agencies receive requests for 129,000 pound truck route designation.

The Board concurred to assisting the locals with the bridge analysis. Member Kempton also asked the Chief Engineer or

District Engineers to ensure local officials in jurisdictions contiguous to state highways that have been requested for 129,000 pound truck route designation are aware of the request.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 3:20 PM.

signed  
JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved  
June 19, 2014  
Boise, Idaho