

WORKSHOP AND REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

March 24-25, 2015

The Idaho Transportation Board met at 1:35 PM, on Tuesday, March 24, 2015, at the Idaho Transportation Department, District 3 Office in Boise, Idaho. The following principals were present:

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

Jerry Whitehead, Chairman and District 4 Member Jim Kempton participated via teleconference. Vice Chairman Coleman presided.

Workshop – FY16-20 Idaho Transportation Improvement Program (ITIP) Update. Currently, 82% of the Department's pavements and 76% of its bridges are in good or fair condition. The goals are 82% and 80%, respectively. If no additional revenue is received, staff estimates that the condition of both pavements and bridges will be 76% in good or fair condition by 2019. The condition of bridges should not decrease because the Board made a concerted effort to address the bridge needs in the current ITIP. ITD needs an additional \$70 million per year to maintain the goal of 82% of pavements in good or fair condition. To achieve the goal of 80% of bridges in good or fair condition by 2020, an additional \$17 million per year is needed. To eliminate all of the 112 commerce-restricting bridges not included in the current ITIP would require \$365 million total, or \$37 million annually over a ten-year period. An additional \$30 million per year is needed for the safety program, plus \$12 million to remove operational projects like brooming, striping, and signing, from the ITIP. Ideally, these activities should be funded through the Operating budget.

Staff expressed concern with the aging infrastructure. Although the road surface may appear to be in good condition, the underlying base may be in poor condition. It was also noted that delaying preservation projects can result in the need to restore or reconstruct the road at a significant cost increase.

The Highway Safety Corridor Analysis system evaluates data to identify the highest priority locations for safety improvements and options to eliminate crashes. It identifies the cost benefit of projects and then evaluates the improvements to determine their effectiveness.

Staff reviewed the Strategic Initiatives Program. The goals are to fund projects that improve safety, mobility or economic opportunities and provide a return on investment.

Discussion followed on the proposed funding levels for FY20. The Board expressed support for staff's recommendation of \$80 million for pavement projects, \$63 million for bridge projects, and \$22 million for the Strategic Initiatives Program. The recommendation also included investing more money on the routes that are the most important to the state's economy. Approximately 55% of the state's highways were identified as major commerce routes, comprising 6,753 lane miles. These routes would be targeted for preservation and restoration projects while only preservation projects would be programmed on the other 45% of highways that have less commercial traffic.

WHEREUPON the workshop recessed at 4:25 PM.

March 25, 2015

The meeting reconvened at 8:30 AM on Wednesday, March 25, 2015 at the Idaho Transportation Department in Boise, Idaho. Vice Chairman Coleman, and Members Vassar, Horsch, and Gagner were present. Chairman Whitehead and Members DeLorenzo and Kempton participated via teleconference. Vice Chairman Coleman presided.

Board Minutes. Member Gagner made a motion to approve the minutes of the regular Board meeting held on February 23, 2015 as submitted. Member Vassar seconded the motion and it passed unopposed.

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

April 29-30, 2015 – District 2

May 20-21, 2015 – Districts 5 and 6 tour, meeting in District 5

June 15-16, 2015 – District 4

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB15-09 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 addition of SH-14, Legget Creek and Moose Creek Fish Passages to the Statewide Transportation Improvement Program; the addition of SH-75, Galena Summit Slide, Blaine County to the Federal Lands Access Program; adjustments to the State Transportation Program – Transportation Metropolitan Area Program; the advance of Local, FY15 and FY16 Transit Vehicle Purchase to FY15; a contract award; and revisions to Board Policy 4078 Board Resolutions.

1) Addition of SH-14, Legget Creek and Moose Creek Fish Passages to the Statewide Transportation Improvement Program (STIP). The Nez Perce Tribe and U.S. Forest Service asked District 2 to partner on a project on SH-14. The intent is to construct fish friendly pipes at Legget Creek and Moose Creek along the highway because those two locations have been identified as fish barriers. ITD would design the proposed structures and administer the construction contracts. The Bonneville Power Administration will provide the majority of funds. The project would benefit ITD because the pipes identified as fish barriers do not have much remaining service life and/or are not adequate hydraulically. Staff requested the addition of this project to FY15 for \$105,000 and to amend the STIP accordingly.

2) Addition of SH-75, Galena Summit Slide, Blaine County to the Federal Lands Access Program (FLAP). The Project Decision Committee of the FLAP recently announced the award of the SH-75, Galena Summit Slide project. The purpose of the project is to stabilize the historic slide area on SH-75, which will improve safety and reduce maintenance costs. The project is in partnership with the U.S. Forest Service and Western Federal Lands Highway District. The estimated cost is \$3,925,000, which will be funded through FLAP with a 7.34% state match. ITD will contribute \$50,279 of match for preliminary engineering by January 1, 2016 and \$237,816 of match for construction by March 2018. Construction is anticipated to begin in 2017. Staff requested the addition of the SH-75, Galena Summit Slide, Blaine County project to FY19 of the FLAP for \$3,925,000 and to amend the STIP accordingly.

3) Adjustments to the State Transportation Program – Transportation Metropolitan Area Program. Ada County Highway District (ACHD) and the Community Planning Association of Southwest Idaho (COMPASS) request the delay of the State Street and Collister Drive Intersection project, key #13481 because of design changes. This change resulted in the request for the following adjustments:

Add key #12363 Capital Maintenance, ACHD – FY15 to FY15 for \$152,000;

Remove key #12368 Franklin, Black Cat to Ten Mile from FY16 for \$400,000;

Remove key #12369 Capital Maintenance, ACHD – FY18 from FY16 for \$425,000 and from FY18 for \$5,495,000;

Delay key #12373 COMPASS Planning – FY15 and FY16 from FY15 to FY16 for \$175,000;
Add key #13479 Capital Maintenance, ACHD – FY17 to FY15 and FY17 in the amount of \$367,000 and \$4,000,000, respectively;
Remove key #13481 State Street and Collister Drive Intersection for \$353,000 in FY15 and \$4,640,000 in FY17 and add it to FY16, FY18, and FY19 for \$423,000, \$6,422,000, and \$1,949,000, respectively;
Remove key #13482 Capital Maintenance Valley Regional Transit (VRT) – FY18 from FY18 for \$284,000;
Add key #13902 Capital Maintenance, VRT – FY17 to FY17 for \$284,000;
Remove key #13903 Capital Maintenance, ACHD – FY19 from FY19 for \$1,849,000;
Advance key #18948 Freight and Goods Movement Study Update, COMPASS from FY18 to FY17 for \$400,000;
Remove key #15003 Contract Increase Set Aside from FY17 for \$128,000;
Remove key #15004 Contract Increase Set-Aside from FY18 for \$175,000; and
Remove key #15005 Contract Increase Set-Aside from FY19 for \$100,000.
Staff also requested authorization to amend the STIP to reflect the above changes.

4) Advance Local, FY15 and FY16 Transit Vehicle Purchase, Nampa to FY15. COMPASS requested the advance of Local, FY15 and FY16 Transit Vehicle Purchase, Nampa, key #12364 from FY16 to FY15 in the amount of \$970,000. Funding is available from the delay of two projects from FY15 to FY16: the I-15, Intersection Alameda Road and Jefferson, Pocatello project, key #11657 for \$652,000 and SMA-7169, Intersection Linder and Deer Flat Roads, Kuna, key #13492 for \$303,000. Staff requested approval to advance the requested project and to amend the STIP accordingly.

5) Board Approval of Contract Award. The low bid on key #13573 – US-20, Commercial Weight/Safety Compliance Station Phase 3, District 6, was more than ten percent over the engineer’s estimate, requiring justification. The variance between the engineer’s estimate and low bid appears to be in the Electrical and Mechanical and Mobilization items. The engineer did not have a sound basis for estimating the Electrical and Mechanical item. The project’s two remote sites presumably led to the higher Mobilization cost. Staff does not believe a significant savings would be realized by rebidding the project, so recommended awarding the bid. Low bidder: Knife River Corporation - Northwest - \$684,238.

6) Revisions to Board Policy 4078 Board Resolutions. Staff recommended incorporating language from Board Resolution #95-01, which expired, into Board Policy 4078 Board Resolutions. The policy revision specifies that Roberts Rules of Order will be followed to conduct Board meetings. Other minor changes are also proposed, including renaming the policy Board Meetings and Resolutions.

Informational Items. 1) State FY15 Financial Statements. Through January, revenues to the State Highway Account were ahead of the forecast by 4.2%. Of that total, receipts from the Highway Distribution Account were ahead of forecast by 4.1%. State revenues to the State Aeronautics Fund were ahead of projections by about 2.3%. Expenditures were within planned budgets with the exception of the Facilities Program, which were more than expected due to a timing difference between planned and actual expenditures plus encumbrances for building projects. At the end of January, the balance of the long-term investments was \$62.4 million. These funds are obligated against construction projects and encumbrances.

2) Monthly Reporting of Federal Formula Program Funding for February. The Moving Ahead for Progress in the 21st Century federal transportation act was extended through May 2015. The partial-year level of funding provides a prorated share of \$199 million with match. Obligation authority is currently 93.7%. Of the \$159.6 million allotted for all programs, \$92.4 million remains.

3) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section processed four professional service agreements from February 1 to February 28 in the amount of \$193,080.

4) Status: FY16 Appropriation – Joint Finance and Appropriations Committee (JFAC) Budget Setting. JFAC set ITD’s FY16 budget earlier this month. It reduced the Department’s spending authority for the mainframe migration, contract inflation, and replacement items, and eliminated the funding for the Commercial Driver’s License system updates. The total reduction of \$611,000 was moved into contract construction to increase available funding for the roads.

5) Contract Awards. Key #12212 – US-95, Worley North, Kootenai County, Stage 2, District 1. Low bidder: M. A. Deatley Construction, Inc. - \$6,638,028.

Key #12358 – SH-55, Goose Creek Grade, Adams County, District 3. Low bidder: Knife River Corporation - Northwest - \$3,112,281.

Key #11228 – Webb Road, Nez Perce County, District 2. Low bidder: Crea Construction, Inc. - \$3,024,749.

6) Professional Services Agreements and Term Agreement Work Tasks Report. From February 1 through February 28, 18 new professional services agreements and work tasks were processed, totaling \$2,379,298. Four supplemental agreements to existing agreements were processed during this period in the amount of \$73,151.

Director's Report. Director Ness said a number of revenue enhancement proposals have been considered by the legislature. It is not known if the total funding will equal \$262 million, which is needed to maintain the current system. He met with Idaho's Congressional Delegation recently to discuss transportation funding and with Department of Corrections Director Kempf to discuss ITD's realignment. JFAC approved ITD's FY16 budget in the amount of \$555.5 million, including a 3% increase in employee compensation. He also recognized employees for exemplary performance and commended Hydraulics Engineer Lotwick Reese for 50 years of service to the state.

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

Chief Deputy Scott Stokes said plans for hosting the annual Western Association of State Highway and Transportation Officials conference in July are proceeding well. The Division of Aeronautics developed an Aviation Accident Score Card. The document summarizes Idaho's aviation accidents in 2013 and identifies the main causes. The Score Card will be updated annually and should provide an effective tool to address aviation safety. He also mentioned that the Department has 11 highway safety focus areas. Teams comprised mainly of non-ITD personnel have been established to address each area of concern. The Strategic Safety Team is inviting these Teams to make presentations at its monthly meetings. He expressed appreciation for the valuable partnerships to address highway safety.

Chief Operating Officer (COO) Jim Carpenter said work is continuing on developing the staffing plans for 2020. This process includes reviewing every position and determining the skills that will be required of a future workforce. The US-20, Thornton Interchange project is on the shelf, ready to be advertised. District 2 is awaiting the Federal Highway Administration's decision on the legal sufficiency on the US-95, Thorn Creek to Moscow project. That will be followed by a 30-day advertisement period and then the Record of Decision. He believes that may be issued by May or June. Staff is continuing the right-of-way process on the US-95, Council Alternate Route.

Staff continues to monitor the speed limits on I-15, I-84, and I-86 because of the increased speed limit to 80 miles per hour. COO Carpenter reported that the overall speed has increased about 2 or 3 miles per hour on all three Interstates. The differential speed limit is about 7 to 9 miles per hour. These statistics are in accordance with the expectations. Crashes on these routes appear stable. No concerning trends have been identified, but staff will continue to monitor the speed limits. COO Carpenter also mentioned a construction claim with Scarsella that will presumably go to arbitration.

Char McArthur, Chief Administrative Officer, elaborated on the status of federal funding and obligations, noting that the majority of funds have been obligated this month, and on the JFAC budget. Staff is still reviewing the options to address the reduction in funds for the mainframe migration, replacement equipment, and contract inflation. The Department's Annual Report has been recognized nationally for its improved format and the Cyber Security Office has been recognized for the system it developed to track progress. Staff has developed training on the budget for the Department's leaders. In closing, she noted that the number of innovative ideas submitted was below the goal.

Chief Human Resources Officer Brenda Williams said the Department's compensation plan for FY16 has been submitted to the Division of Financial Management based on a 3% change in employee compensation. She also announced 11 retirements.

Member DeLorenzo left the meeting at this time.

Legislative Update. Governmental Affairs Manager (GAM) Mollie McCarty said the Department's proposed legislation to remove wholesale dealers from the Idaho Consumer Asset Recovery Fund requirements and related to driver's license and learner's permits have been signed into law. The vehicle title process clean-up legislation has been approved by both chambers and is awaiting the Governor's signature. Other legislation of interest that has been signed into law includes a bill requesting the U.S. Department of Homeland Security give Idaho an extension to comply with the REAL ID Act; the allowable load per inch width of tire proposal; and providing Idaho State Police with authority to close highways. She mentioned other legislation still being considered, including a number of revenue enhancement proposals.

Vice Chairman Coleman thanked GAM McCarty for the report.

GARVEE Bond Refunding (Refinance). Controller Dave Tolman said he meets periodically with the Idaho Housing and Finance Association and Citigroup to review market conditions. The group believes it would be advantageous to enter the market to refund (refinance) a portion of the GARVEE bonds. The bonds sold with an 18-year maturity timeline are callable after 10 years. Idaho issued seven bond series between 2006 and 2014 with an average interest rate of 4.41%. The total outstanding debt is \$633.2 million with a callable amount of \$479.8 million.

Controller Tolman said the criteria used to determine if refunding would be advantageous is a present value savings at or above 2% of PAR value of maturity, an escrow efficiency of at least 50%, and the ability to reduce debt service without extending the term. The group recommends refunding the Series 2006 bonds plus as much of the 2008 and 2009 series as market conditions warrant.

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

RES. NO. ITB15-10 WHEREAS, the Idaho Transportation Department (ITD) strives to make available to the citizens of Idaho the finest transportation system via new construction projects and management of statewide assets and has authorized the use of a Grant Anticipation Revenue Vehicle (GARVEE) bonded program; and

WHEREAS, the ITD, the Idaho Transportation Board, and the Idaho Housing and Finance Association (IHFA) have entered into a Master Financing Agreement with respect to the bonds; and

WHEREAS, refunding such bonds promotes the purposes of the GARVEE Program, is in the public interest, serves a public purpose for the benefit of the people of the State of Idaho, provides a reduction of debt service and constitutes a proper exercise of the authority particularly set forth in I.C. 40-315; and

WHEREAS, Idaho Code Sections 40-315 and 67-6210 provides the Board and the IHFA the authorization to approve a total bond amount and authority to issue bonds for transportation projects on amounts authorized by the Idaho Legislature in Legislative Session 2006 House Bill 854, Legislative Session 2007 House Bill 336, Legislative Session 2008 House Bill 657, Legislative Session 2009 Senate Bill 1186, Legislative Session 2010 Senate Bill 1427, and Legislative Session 2011 House Bill 285; and

WHEREAS, a Preliminary Official Statement for the refunding bonds and the distribution thereof to potential bond purchasers and the distribution to all actual purchasers of the bonds of a final Official Statement will thereafter be carried out; and

WHEREAS, other bonding documents will also be needed to be executed setting forth the applicable series of bonds.

NOW THEREFORE BE IT RESOLVED, by the Board as follows:

1. Pursuant to I.C. 40-315, the Board approves the refunding and recommends to IHFA the financing thereof through the issuance of the Bonds in an aggregate principal amount not to exceed

\$299,260,000 comprising of: \$97,665,000 for the callable portion of the Series 2006 bonds; and \$106,365,000 for the callable Series 2008A bonds; and \$95,230,000 for the callable Series 2009 bonds provided that: (a) the ITD and the ITB have entered into a supplement to the Master Financial Agreement relating to the Bonds and previously executed; and (b) the ITD has provided to the IHFA all of the certificates, documents and information required under Idaho Code Section 67-6210(k).

2. The Chairman and/or Director is hereby authorized and directed, for and in the name and on behalf of the ITB to execute the following bonding documents and any other documents required for the closing of the bonds setting forth the terms of the applicable series of bonds together with such additions or changes in the form thereof as may deem necessary or advisable, such approval to be conclusively evidenced by the execution of said bonding documents as so added to or changed.

Final Official Statement

Supplemental to Master Financial Agreement

Master Trust Indenture

Series Trust Indenture

3. Further, the Board and ITD will keep books and records of all expenditures and will make a reimbursement allocation, which is a written allocation that evidences the use of proceeds of the Bonds for Project expenditures no later than 18 months after the later of the date on which the expenditure is paid or the related Project is placed in service or abandoned, but in no event more than three years after the date on which the expenditure is paid. Finally, that this resolution evidences the Board's intent and reasonable expectation under Treas. Reg. Section 1.150-2 (d) (1) to use the proceeds of the Bonds to pay certain costs of the Projects and to reimburse the Board and ITD for expenditures for the costs of the Projects paid prior to the issuance of the Bonds to the extent permitted by federal tax regulations.

Chairman Whitehead and Member Kempton left the meeting at this time.

Employee Service Awards. The Board participated in the Employee Service Awards. Vice Chairman Coleman provided remarks on behalf of the Board and presented Director Ness with his five-year award.

Member Kempton resumed participation via teleconference.

Annual Report on Audits. Internal Review Manager (IRM) Carri Rosti said the Internal Review Office's goals are to help ensure internal controls exist that increase the probability of ITD achieving its strategic goals and complying with policies and regulations, provide recommendations to help improve internal controls, and help promote the Department's accountability. She summarized the auditing standards the Office uses.

IRM Rosti and staff members summarized some of their 2014 activities. Reviews or audits were conducted on site manager contract administration and implementation, consultant agreement administration, the Ports of Entry, and consultant's indirect cost rates. It also assisted with the Cyber Security Risk Assessment, monitored internal control features in the Division of Motor Vehicles' system development, and participated in American Association of State Highway and Transportation Officials quality assurance peer reviews.

Some of the work planned in 2015 includes a follow-up audit on the Division of Aeronautics, attestation of ITD's grant management of sub-recipients, internal control training, grant management training, and a review of the Buy Back Program.

In response to Member Gagner's question on the process to develop the work plan, IRM Rosti replied that a matrix with 11 criteria is used to consider internal work. Management is encouraged to submit requests.

Vice Chairman Coleman thanked IRM Rosti and staff for the informative report.

Trucking Advisory Council (TAC) Membership Appointment. Motor Vehicle Administrator Alan Frew recommended appointing Keith Treasure to the TAC, representing District 6, with a term to expire on December 31, 2017. The vacancy is due to the TAC's selection of former District 6 member John Pocock as TAC chairman.

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

RES. NO. WHEREAS, the Idaho Transportation Department recognizes the ongoing need to
ITB15-11 stay involved with the Idaho trucking industry as partners in highway transport, safety, operations, and freight management; and

WHEREAS, the Idaho Transportation Board has authority to establish internal structures deemed necessary for its duties; and

WHEREAS, the Motor Vehicle Administrator, in consultation with the trucking industry, recommends the following person to terms as member of the Trucking Advisory Council:
District 6 Member Heath Treasure, March 2015 – December 31, 2017

NOW THEREFORE BE IT RESOLVED, that the Board accepts the recommendation of the Motor Vehicle Administrator, establishing the Trucking Advisory Council with members and terms of service; and

BE IT FURTHER RESOLVED, that the Board appoints this person to a position and term of service on the Trucking Advisory Council; and

BE IT FURTHER RESOLVED, that the Board directs staff to provide the necessary administrative support to the Trucking Advisory Council for the efficient and timely disposition of its duties to the Board.

Reconfigure US-2 along 5th Avenue in Sandpoint and Relinquish Downtown Streets. District 1 Engineer (DE) Damon Allen said the Board Subcommittee on State Highway System Adjustments and staff have been working with the City of Sandpoint to address traffic concerns in downtown Sandpoint. A public hearing was held on November 18, 2014 in Sandpoint on the proposed operational changes on US-2 along 5th Street to a two-way route and then the state's relinquishment of Pine Street, 1st Avenue, Superior Street, and Cedar Street to the City.

At its meeting last month, the Board Subcommittee on State Highway System Adjustments passed a motion to recommend Board approval of the above-outlined proposal plus authority to program a project to construct the operational change.

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

RES. NO. WHEREAS, at the City of Sandpoint's request, Idaho Transportation Department
ITB15-12 District 1 has performed a traffic analysis to determine a feasible alternative to allow two-way traffic along 5th Avenue (US-2); and

WHEREAS, the Department was interested in constructing a project so that US-2 traffic could be shifted off of the downtown City streets; and

WHEREAS, the City of Sandpoint was interested in obtaining jurisdictional control of these streets through building a project and through a Road Relinquishment and Transfer of Ownership Agreement and the Cooperative Agreement; and

WHEREAS, the City has voted to approve the proposal to change 5th Avenue to two-way traffic and take jurisdiction of 1st Avenue, Pine Street, Cedar Street, and the portion of Superior Street identified in said agreements.

NOW THEREFORE BE IT RESOLVED that the Department will sign the Road Relinquishment and Transfer of Ownership Agreement and the Cooperative Agreement to relinquish 1st Avenue, Pine Street, Cedar Street, and Superior Street; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the Official Minute, as shown as Exhibit 452, which is made a part hereof with like effect, authorizing the reconfiguration of US-2/5th Avenue in Sandpoint and then the relinquishment of the roadways described above by transferring the roadways to the City of Sandpoint by means of quit claim deed; and

BE IT FURTHER RESOLVED that the Board will program a project to the Idaho Transportation Improvement Program to construct the reconfiguration of 5th Avenue (US-2).

The Board commended the involved parties for the collaboration that led to the satisfactory resolution of the concerns with US-2 traffic in downtown Sandpoint and the relinquishment of state highways in the municipality.

Sandpoint City Attorney Scot Campbell presented a letter of appreciation from the City of Sandpoint, emphasizing its support for this resolution.

Executive Session on Personnel and Legal Issues. Member Vassar made a motion to meet in executive session at 11:30 AM to discuss personnel and legal issues as authorized in Idaho Code Section 67-2345 (b) and (f). Member Horsch seconded the motion and it passed 5-0 by individual roll call vote.

Chairman Whitehead joined the meeting at the Idaho Transportation Department.

Discussions were held on personnel and legal matters.

The Board came out of executive session at 2:00 PM.

Chairman Whitehead left the meeting at this time.

Distracted Driving Panel. Highway Safety Manager (HSM) Brent Jennings said distracted driving is a significant highway safety problem, contributing to 21% of all crashes and 20% of all fatalities in 2013. A Distracted Driving Task Force has been established to create and implement strategies for eliminating death and serious injuries due to distracted driving. The panel members, comprised of public and private partners, elaborated on activities to educate motorists about the dangers of driving while distracted and shared personal stories about the effects of crashes that resulted when drivers were distracted. Nampa Police Chief Kingsbury talked about the difficulty of enforcing Idaho's law prohibiting texting while driving because it can be difficult to prove the driver was texting; although drivers can be cited for inattentive driving. He added that there are numerous other distractions for motorists.

The Board members expressed appreciation to the panel members for the informative presentation and for their important efforts to address distracted driving.

Policy Review. BSM Manager Michelle Doane presented revisions to Administrative Policy 5009 Release and Restriction of Department Records, formerly A-01-15. A purpose statement and the legal authority have been added. Additionally, the definitions are being simplified and the process and responsibilities are being streamlined.

Member Vassar made a motion to approve revisions to Administrative Policy 5009 Release and Restriction of Department Records. Member Horsch seconded the motion and it passed unopposed.

New Business. DE Allen said the bids on key #12948, I-90 – Wallace Viaduct, Modular Joint Repair were opened yesterday. The low bid was more than ten percent over the engineer’s estimate, requiring justification and Board approval. The major differences between the low bid and engineer’s estimate are in the Expansion Joint Modular, Special Bridge Remove Modular Expansion Joint, and Pavement Marking Spray Applied items. The difference between the low bid and engineer’s estimate for the two modular joint items may be due to the estimated effort to work with existing reinforcing in the joint area. The pavement marking difference may be due to recent price fluctuations. DE Allen believes it is imperative to award the project as soon as possible to repair the deteriorated joints in the bridge, which present a detriment to safety and mobility. The low bidder is C. L. Heilman Company, Inc. with a bid of \$1,756,896.

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

RES. NO. WHEREAS, key #12948, I-90 Wallace Viaduct, Modular Joint Repair, Phase 1 is
ITB15-13 approved in FY16 of the Approved FY15-19 Idaho Transportation Investment Program; and

WHEREAS, one modular joint has failed and District 1 has temporarily reduced the speed limit on I-90, adjusted traffic patterns, and installed a metal plate to span the failed joint; and

WHEREAS, the Idaho Transportation Department has opened bids for this project and the low bid was 115% of the engineer’s estimate; and

WHEREAS, the District 1 Engineer recommends awarding this project to mitigate the impact to safety and mobility on I-90; and

WHEREAS, Board Policy 4001 requires Idaho Transportation Board approval of projects exceeding the engineer’s estimate more than 10%.

NOW THEREFORE BE IT RESOLVED, that the Board approves the award of key #12948, I-90 – Wallace Viaduct, Modular Joint Repair, Phase 1.

WHEREUPON, the Idaho Transportation Board’s regular monthly meeting officially adjourned at 2:50 PM.

signed
JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
April 29, 2015
Orofino, Idaho