

TOUR, WORKSHOP, AND REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

October 21-22, 2015

The Idaho Transportation Board met at 10:30 AM on Wednesday, October 21, at the Idaho Transportation Department in Boise, Idaho. The following principals were present:

Jerry Whitehead, Chairman
Jim Coleman, Vice Chairman – District 1
Julie DeLorenzo, Member – District 3
Jim Kempton, Member – District 4
Lee Gagner, Member – District 6
Sue S. Higgins, Executive Assistant and Secretary to the Board

The Board traveled I-84 west to Exit 28 and returned to Headquarters via I-84 east. District 3 staff summarized the pavement rehabilitation projects planned in FY18 and FY19 at a total cost of \$19 million. There are no plans to widen the Interstate at this time, as the expansion is estimated to cost \$325 million and a National Environmental Protection Act study would be required on the portion from milepost 28.5 to 33.5.

Technology System Workshop. District 5 Board Member Dwight Horsch, Director Brian W. Ness, Chief Deputy Scott Stokes, and Deputy Attorney General Larry Allen joined the Board at this time. Staff explained and demonstrated various transportation technology software. The tools provide extensive data that helps staff make decisions regarding pavement, bridge, and Strategic Initiative Program projects, with the return on investment a key consideration. The systems summarized were Pavement Management within the Transportation Asset Management System, Transportation Economic Development Impact, Travel Demand Model, Bridge Management, Geographic Information, Crash Analysis Reporting, Office of Transportation Investment, and Project Scheduling.

Chief Operations Officer (COO) Jim Carpenter said efforts are continuing on the highway safety corridor analysis and other initiatives such as project development planning and operations focus areas. A concerted effort is being made to coordinate with the Enterprise Technology Services Division as more technology is being utilized for planning and operations.

Chairman Whitehead thanked staff for the informative presentations.

WHEREUPON, the workshop recessed at 5:00 PM.

October 22, 2015

The Board convened at 8:00 AM on Thursday, October 22, 2015 at the Idaho Transportation Department in Boise, Idaho. All members were present except District 2 Member Janice B. Vassar.

Board Minutes. Vice Chairman Coleman made a motion to approve the minutes of the regular Board meeting held on September 16, 2015 as submitted. Member DeLorenzo seconded the motion and it passed unopposed.

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

November 18, 2015 – Boise
December 17, 2015 – Boise

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items
ITB15-44 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 Federal Land Access Program project recommendations, contract awards for approval, and contract awards for rejection.

1) Federal Lands Access Program (FLAP) Project Recommendations. This program was established to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. It supplements state and local resources for public roads, transit systems, and other transportation facilities with an emphasis on high-use recreation sites and economic generators. A technical group of stakeholders, such as the U.S. Forest Service, U.S. Fish and Wildlife Service, and National Park Service, review, evaluate and rank project proposals based on safety, preservation, recreation and economic opportunities, mobility, sustainability and environmental quality, and readiness and support. The recommended projects are shown as Exhibit 463, which is made a part hereof with like effect.

2) Contract Awards for Approval. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification.

Key #19181 – US-20, Broadway Bridge, Christ Chapel Mitigation, District 3. The main difference between the engineer's estimate and low bid was mainly in the Temporary Fence, Site Maintenance and Restoration items. The difference appears to be due to the specialty work required for construction mitigation and the lack of history and knowledge with architectural work that is required to protect the cultural structures. It is critical that this project be awarded and built this year. This project is necessary prior to the construction of the Broadway Bridge project. The District recommends awarding the project. Low bidder: RSCI - \$261,700.

Key #9852 – North Grape Street Bridge, Shoshone, District 4. The main difference between the engineer's estimate and low bid were in the Removal of Bridge, Mobilization, and Loose Riprap items. Bids appear to be high due to the abundance of work in the area. Because the bids were competitive, the Local Highway Technical Assistance Council (LHTAC) does not believe rebidding the project would be advantageous. It did not discover any apparent errors or oversights, so recommends awarding the project. Low bidder: Knife River Corporation – Northwest - \$1,175,590.

3) Contract Awards for Rejection. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification.

Key #13868 – Intersection Mullan Avenue and Idaho Street, Post Falls, District 1. The original proposal included utilizing the existing cabinet and additional upgrades to the video detection, which will not function with the remaining equipment to be left in place. A review of the bids indicates that this flaw resulted in unusually high bids for items related to the equipment. LHTAC and the sponsor, the City of Post Falls, recommend rejecting the bid in order to modify the proposal to obtain a more favorable bid. Low bidder: Thorco, Inc. - \$86,397.

Key #14342 – Orchard Street Sidewalk Extension, Kuna, District 3. The main difference between the engineer's estimate and low bid is due to Infiltration Bed and Mobilization. The project sponsor, Ada County Highway District, recommends rejecting the bid. It will explore different options to modify the plans to reduce the construction cost to be within the engineer's estimate. Low bidder: Knife River Corporation – Northwest - \$144,908.

Informational Items. 1) State FY16 Financial Statements. Through August, revenues to the State Highway Account from all sources were ahead of projections by 5.9%. Of that total, receipts from the Highway Distribution Account were ahead of forecast by 6.7% or \$2 million. State revenues to the State Aeronautics Fund were ahead of projections by 3.5%. Expenditures were within planned budgets. Personnel costs have a savings of \$2.1 million or 9.7% due to vacancies and timing between a position becoming vacant and being filled. At the end of August, the balance of the long-term investments was \$63.2 million. These funds are obligated against construction projects and encumbrances. Based on cash balances and anticipated cash flow requirements, ITD has requested that the State Treasurer transfer \$45 million from the cash account into the long term investment account on September 30. Expenditures for GARVEE projects for the month exceeded \$6.2 million and are progressing as planned.

2) Monthly Reporting of Federal Formula Program Funding for September. Idaho closed out the 2015 federal fiscal year on September 18. Obligation authority for the year totaled \$277.4 million. This corresponds to \$273.2 million with match after reduction for indirect costs. Idaho received federal formula apportionments of \$305.2 million including match. Obligation authority was 98.37% of apportionments. All of the \$273.2 million allotted was used.

3) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section processed one professional service agreement from September 1 to September 30 in the amount of \$110,880.

4) Contract Awards. Key #13412 – I-90, District 1 FY16 Guardrail Replacement. Low bidder: Frank Gurney Inc. - \$391,947.

Key #13514 – Garden City to Americana Greenbelt, Boise, District 3. Low bidder: Concrete Placing Company, Inc. - \$2,330,236.

Key #19180 – US-20/26, Broadway Bridge Girders, Boise, District 3. Low bidder: Wadsworth Brothers Construction Company, Inc. - \$3,055,800.

Key #13396 – I-84, FY17 District 3 Bridge Repair. Low bidder: American Civil Constructors West Coast, Inc. - \$1,770,312.

Key #13958 – 16th Avenue Signal Timing, Nampa, District 3. Low bidder: Power Plus, Inc. - \$135,102.

Key #19176 – I-84, Glens Ferry Bridges, District 4. Low bidder: Protech Coatings Inc. - \$737,144.

Key #13539 – 4100 North Safety Improvement, Buhl Highway District, District 4. Low bidder: Specialized Pavement Marking Inc. - \$58,705.

Key #13101 – SH-39, Trego Road, Left Turn Lane Eastbound, Bingham County, District 5. Low bidder: Gale Lim Construction LLC – \$282,787.

The list of projects currently being advertised was also presented.

5) Professional Services Agreements and Term Agreement Work Tasks Report. From August 31 through September 30, 30 new professional services agreements and work tasks were processed, totaling \$1,736,440. Eight supplemental agreements to existing professional services agreements were processed during this period in the amount of \$197,340.

6) District Infrastructure End of Year Statement. All FY15 District infrastructure projects were delivered except one that was delayed to FY17. Of the 82 projects delivered totaling \$181.2 million, 21 projects were advanced from later programmed years. There were 22 Strategic Initiative projects, 37 pavement preservation and restoration projects, and 23 bridge preservation and restoration projects.

7) Innovative Project Contracting Update. The \$1.9 million FY16 SH-55, Gold Fork River Bridge project in District 3 will reconstruct the bridge close to the existing alignment. Because of high traffic volumes, a detour route is not ideal due to the long distance and the duration of the project. Staff intends to award the design-build (D-B) project by March 2016.

The construction manager/general contractor (CMGC) SH-45, Snake River Bridge, Walter's Ferry project in District 3 will provide bridge scour mitigation in the river channel, patch piers and joint replacements with the possibility of addressing deck rehabilitation. All design related services have been secured and are under contract on the \$5.2 million FY17 project. After the design is complete, the bidding stage of the CMGC process to determine construction costs will begin. If costs are acceptable, a construction contract will be awarded.

District 1's SH-3, St. Joe River and St. Maries Railroad Bridges project, scheduled in FY17 for \$8.5 million, will reconstruct the structures over the St. Joe River and the railroad at St. Maries. The procurement for the D-B project will begin in early spring 2016.

The FY17 US-95, Milepost 122-139 Bridge Replacements and Weiser River and Mud Creek Bridge project will replace eight structures on US-95 on near-same alignment with the possibility of addressing tight curve radii. The current budget for this District 3 D-B project is \$3.3 million and the procurement will begin in early spring 2016.

8) Burma Road; Gotham Bay Road to Junction SH-97. The Burma Road; Gotham Bay Road to Junction SH-97 project, key #9462, under Eastside Highway District's jurisdiction, was to pave the last 2.8 miles of roadway, which was gravel. The project included an extensive amount of excavation, retaining walls, and roadway realignment in the Turner Creek drainage, which is a tributary to Lake Coeur d'Alene. Construction on the \$4.9 million project started in spring 2013 and was to take two years. In between the two construction seasons, several extreme storm events occurred, resulting in failure of erosion and sediment control measures placed, slope stability failures, and violation of the construction general permit. Over the course of the project, crews were dispatched many times to address environmental concerns by installing additional erosion and sediment control measures. The additional erosion and sediment control measures installed to date exceeded \$1.9 million in an attempt to keep the site in compliance with environmental regulations and permits. The slope failures have been stabilized on a temporary basis but a permanent fix is still pending. Design efforts are underway to proceed with these repairs. The improved roadway is substantially complete and open to the travelling public. The slope failure repairs are the last remaining item of work to complete the project.

9) Speed Minute Entry Changes for September 2015. The following speed minute entries were processed during September in District 4:

Route	Beginning	Ending	Speed Limit	
	Milepost	Milepost	Old	New
SH-75	125.643	125.700	55	45
SH-75	126.080	126.817	45	35

10) Sponsorship of Department Programs. Board Policy 4041 Sponsorship of Department Programs encourages sponsorships to enhance or increase programs and requires an annual report on sponsorship activities. Staff contacted member states of the Transportation Management Center Pooled Fund regarding their sponsorship for possible advertising for the Incident Response trucks in District 3. Two responses were received. Based on the limited advertising opportunities, staff will evaluate the potential revenue.

Director's Report. Director Ness said the Department's avalanche detection system was recognized nationally. The system has a high success rate at predicting avalanches and although it is unique, it is highly adaptable to other states. He also mentioned several commendations the Department received for staff's customer service and partnerships.

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

Chief Deputy Stokes said the Aeronautics Advisory Board met earlier this week and one of the topics of discussion was drones. The second annual aviation safety stand down was held last month. He expressed appreciation for the Division of Aeronautics' focus on safety. The Idaho Traffic Safety Commission met last week. Staff is in the process of updating the Strategic Highway Safety Plan.

Chief Administrative Officer (CAO) Char McArthur said the state's broadband is being reviewed, including ITD's. A committee is reviewing the state's procurement processes and policies, including the Department's federally-funded contracts. Staff closed out the federal fiscal year last month. All of the Department's available funds were obligated. In closing, CAO McArthur said some adjustments have been made to the FY17 budget proposal related to position control numbers being deleted and the cash balance.

COO Carpenter reported that 26 of the 27 projects the Board advanced with the revenue increase have been awarded at a total cost of \$41 million. The low bid on the other project was more than ten percent over the engineer's estimate and staff intends to modify the project and re-advertise it. The advertising package for the US-20, Thornton Interchange

project is being prepared. The project should be advertised the first week in November and the bids should be opened in early December. The utility agreements for the US-95, Council Alternate Route project are being finalized and then the project should be ready for advertising. The public comment period on the Final Environmental Impact Statement for the US-95, Thorn Creek to Moscow project closed. He believes the Record of Decision will be signed in November.

COO Carpenter commended staff for its work to get \$74 million worth of projects ready. The projects are on the shelf and will be ready to advance when funding becomes available. He also commended Public Transportation Manager Mark Bathrick for his efforts to solicit applications for 5311 intercity bus projects. Maintenance crews have been developing their new winter performance metrics and identifying steps to meet those goals. The Freight Advisory Committee met last week and is making progress on freight issues. Bids were opened on the US-20/26, Broadway Bridge project in Boise. It appears the low bid was a good, responsive bid and staff intends to award the contract. The A+B bid considered the time schedule to complete the project in addition to the cost.

Chairman Whitehead welcomed Representative Melissa Wintrow and Governor Otter's Director of Communications Mark Warbis to the meeting.

FY15 Annual Report. Communication Manager (CM) Vince Trimboli said Idaho Code requires an annual report to the Governor on the financial condition and management of the Department. Some of the changes made to the report since it was presented to the Board last month include the addition of one project photo from each District to show examples of projects funded by the new fuel tax and registration revenue and the addition of the number of FY17 projects to be funded by the additional revenue.

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

RES. NO. WHEREAS, Idaho Code Section 40-316 requires that the Idaho Transportation
ITB15-45 Board submit in writing to the Governor's Office a proposed Fiscal Year 2015 Annual Report on the management and financial condition of the Idaho Transportation Department by December 1st or at such time as the Governor requires; and

WHEREAS, Idaho Transportation Board Policy 4004 establishes that the Board will review the process and dates for the annual report submitted to the Governor by December 1st or at such time as the Governor requires; and

WHEREAS, the Board, at the September 2015 and October 2015 meetings reviewed the Department's FY15 Annual Report submission to the Governor's Office.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Department's 2015 Annual Report.

Transportation Alternatives Program (TAP) Update. Contracting Services Engineer (CSE) Monica Crider said the Federal Highway Administration provides TAP funds for alternative transportation projects. Types of eligible projects include bicycle/pedestrian pathways, traffic calming measures, sidewalks, improving sidewalks to meet the Americans with Disabilities Act requirements, and Safe Routes to School Coordinators. Some recent program accomplishments include the publication of a new TAP manual and the distribution of \$13.1 million for 52 projects for FY14-18. Some of the next activities are to update the TAP policies, update the website, and conduct outreach and training to project sponsors.

Chairman Whitehead thanked CSE Crider for the presentation.

Program Description Presentation on Idaho's Scenic Byways. Grants/Contracts Officer (G/CO) Shauna Miller summarized the Scenic Byways Program. Idaho's program started with the Bureau of Land Management in 1977 identifying backcountry routes that deserved special recognition for the "off the beaten track" experience. The program was combined with the National Scenic Byway Program when it was established in 1991. The Moving Ahead for Progress in the 21st Century federal transportation act eliminated designated funding for Scenic Byway projects. Idaho

currently has 31 designated byways, including six national designations.

Routes are eligible for designation if they are unique, have documented support and commitment from the local communities, and meet the protective standards. The route must also have one of the key values: scenic, cultural, historic, archeological, recreational, or natural qualities. G/CO Miller said an advisory committee reviews routes and makes recommendations to the Board. There are some restrictions related to outdoor advertising signs and some traffic and maintenance considerations; however, there are no restrictions on the types of vehicles that may travel on the byways. Benefits of a byway designation include economic development, tourism, preservation, and education.

Snake River Canyon Scenic Byway Extension. G/CO Miller presented the Snake River Canyon Scenic Byway Committee's request to expand the byway approximately 15 miles to the City of Payette. The extension will connect the byway to the Lower Payette River Scenic Byway and create a loop around the Treasure Valley. The Statewide Scenic Byway Advisory Committee supports the request. All governmental jurisdictions that will be impacted by the expansion have been notified and are in support of the expansion. Approval of the request would promote economic development. It would not require additional funding, but would utilize funds that have already been obligated to the Snake River Canyon Scenic Byway to provide tourist amenities and map boards for the new route.

Member Gagner asked for clarification on vehicle load restrictions. G/CO Miller replied that there are no vehicle or load restrictions on scenic byways.

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

RES. NO. WHEREAS, per Idaho Transportation Board Policy B-09-11, Idaho Scenic
ITB15-46 Byways Program, the Board shall review the Scenic Byway Committee's recommendations to determine if the proposed route should be designated as a Scenic Byway; and

WHEREAS, the proposal would extend the byway from its northerly terminus near Nyssa, Oregon with the new route connecting with the Lower Payette River Scenic Byway at the junction of US-95 and SH-52; and

WHEREAS, the extension would provide a critical linkage between four already established scenic byways in southwest Idaho: the Western Heritage Scenic Byway, the Snake River Canyon Scenic Byway, the Lower Payette Scenic Byway, and the Payette River Scenic Byway; and

WHEREAS, the proposed extension has been recommended for approval by the Statewide Scenic Byway Advisory Committee with support from District 3, the Payette County Commissioners, Payette County Road and Bridge, Highway District #1, the City of Payette, and the City of Fruitland; and

WHEREAS, the Idaho Transportation Department hereby brings forth the proposal for the Snake River Canyon Scenic Byway extension.

NOW THEREFORE BE IT RESOLVED, that the Board has determined to approve the Snake River Canyon Scenic Byway Extension.

FY16 Board Unallocated Funding for Weigh in Motion/Automatic Vehicle Identification (WIM/AVI) Systems at Inkom Port of Entry (POE). COO Carpenter requested the use of \$1.6 million in Board Unallocated funds for the WIM/AVI project at the I-15 Inkom POE. The funding will be combined with \$2 million in grants from the Federal Motor Carrier Safety Administration Commercial Vehicle Information Systems Network. The system is dependent on a high accuracy rate for weighing high speed vehicles in order to properly sort trucks at mainline speeds. Utilizing concrete approaches facilitates this accuracy and provides longevity for the in-road scale. A 300-foot concrete slab is needed for both northbound and southbound lanes. Installing WIM/AVI at the Inkom POE is estimated to save the trucking industry approximately \$2.1 million annually and will allow POE staff to focus on those vehicles that need attention.

Member Gagner questioned the funding source. He believes the Board Unallocated Account should be used for

emergencies and unanticipated projects, not for planned projects. He made a motion to revisit Board Policy 4076 Use of Unallocated Idaho Transportation Investment Program Funds. Member Kempton seconded the motion.

COO Carpenter said this WIM/AVI project was not scheduled. The Department received a grant for a portion of the costs.

Member DeLorenzo asked if additional WIM/AVI projects are planned. Motor Vehicle Administrator (MVA) Alan Frew replied that the intent is to continue installing WIM/AVI at POEs. East Boise POE, Lewiston POE, and the Huetter POE currently have these systems.

Member Horsch commented on the short I-15 ramp to the Inkom POE. MVA Frew acknowledged the concern with the ramp length, particularly with the high volume of truck traffic. Sensors have been installed on I-15 to indicate when truck traffic is backing up and truck drivers are instructed to bypass the Port when that occurs. He added that installing WIM/AVI will help alleviate the stacking problem and improve safety.

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

RES. NO. WHEREAS, the Idaho Transportation Board desires to promote and encourage
ITB15-47 technology that aligns with Idaho Transportation Department strategic goals of safety, mobility and economic opportunity; and

WHEREAS, the Board recognizes that Weigh in Motion/ Automatic Vehicle Identification (WIM/AVI) systems provide cost savings to the trucking industry in the form of fuel savings, time savings, improved productivity and safety; and

WHEREAS, the Board supports the use of this technology at ports of entry statewide to align with Department strategic goals and preserve its investment in highways and bridges.

NOW THEREFORE BE IT RESOLVED, that the Board approves the use of FY16 Board unallocated funds for the Inkom WIM/AVI project in the amount of \$1,600,000; and

BE IT FURTHER RESOLVED, that the Board approves the staff request that the adjustment be made to FY16 of the program and that the FY15 – FY19 Statewide Transportation Improvement Program be amended accordingly.

Vice Chairman Coleman commented on the need to be flexible with the Board Unallocated funds to ensure unanticipated grants can be fully utilized.

The motion to revisit Board Policy 4076 Use of Unallocated Idaho Transportation Investment Program Funds passed unanimously.

Employee Service Awards and Excellence in Transportation Awards. The Board participated in the Employee Service Awards. Chairman Whitehead provided remarks. Tom McKay from District 4 was recognized as the Maintenance Person of the Year and the Blackfoot Maintenance Crew from District 5, Jared Loosli, Ty Mashburn, and Travis Smith, received the Safety award.

The Excellence in Transportation awards were also presented. In addition to recognizing specific projects, Mike McKee from District 6 was named the Engineer of the Year, Tim Cramer from District 6 was recognized as the Professional of the Year, and Lotwick Reese from Headquarters received the Career Achievement award.

Delegation – Valley Regional Transit (VRT). VRT Executive Director Kelli Fairless expressed appreciation for the direction ITD's public transportation program is taking and its new leadership. VRT is responsible for providing transportation options and coordinating public transit services. Because of the lack of a secure, stable funding source, the agency relies heavily on partnerships. She believes educating the public on the available transportation services is

important. She also believes there is potential to target the health care industry and to expand job training and placement in the transportation industry.

Chairman Whitehead thanked Executive Director Fairless for the informative report and for her efforts to promote and enhance public transportation.

Executive Session on Personnel and Legal Issues. Member Gagner made a motion to meet in executive session at 11:55 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206 (b) and (f). Member DeLorenzo seconded the motion and it passed 5-0 by individual roll call vote.

Discussions were held on personnel and legal matters.

The Board came out of executive session at 2:10 PM.

Delegation – Boise County. Boise County Commissioner Alan Ward provided some history on the Banks to Lowman Highway. The 33-mile route connects SH-55 at Banks and SH-21 near Lowman. Boise County and ITD have an agreement to relinquish the route to the state in three phases. Commissioner Ward said the first phase has been completed. Because the County does not have funding available to complete the rockfall mitigation required in the agreement for segments 2 and 3, he asked the Board to terminate the agreement and assume jurisdiction of the entire Banks to Lowman highway.

Member Gagner asked about the status of waste sites and if the required documentation of property ownership has been completed. Commissioner Ward said the County has the documentation for the first segment and the waste sites can be addressed, but he added that the Board should consider the County's financial situation and the burden this road has on it. Member Gagner replied that ITD's funds are also insufficient to take care of its transportation system and he does not see how the state can add this route to its system.

In response to Chairman Whitehead's question on the federal match, Commissioner Ward replied that the required match is 7.34% for the rockfall mitigation projects.

Member DeLorenzo expressed concern with the U.S. Government's revocable easements along the highway. Boise County said the federal government will only issue revocable easements and it cannot change that.

Chairman Whitehead asked how long the federal funds will be available for the rockfall mitigation projects. Commissioner Ward did not know, but said the County is scheduled to meet with federal officials next week to discuss this route. Member Gagner asked what funding sources may be available for the match. COO Carpenter said that state funds cannot be expended on local routes and federal funds cannot be used as match for federal projects. He added that Idaho receives approximately \$17 million annually in the Federal Lands Access Program, which would be the federal funding source for the rockfall mitigation projects. The pending federal transportation reauthorization act may change the current program and requirements.

The agreement requires ITD to pay the County \$150,000 annually for the County to maintain the first segment after it has been transferred to the state. Member Gagner asked if the County would be receptive to re-negotiate that requirement and allow ITD to maintain that portion of the highway. Commissioner Ward expressed appreciation for that proposal, but said the County would like the state to assume jurisdiction of the entire route.

Chairman Whitehead said the Board will consider the County's request and look into possible solutions.

Delegation – Idaho Bicycle/Walking Alliance. Cynthia Gibson, Idaho Bicycle/Walking Alliance Executive Director, emphasized the importance of transportation options and thanked the Board for its support of the Transportation Alternatives Program. Middleton Mayor Darin Taylor also expressed appreciation for TAP. He summarized Middleton's efforts to provide bicycle and pedestrian paths for its citizens, improving safety and mobility.

Best of the Best Innovate ITD! Recognitions. CAO McArthur recognized employees for submitting the best innovations

in seven categories: safety, mobility, economic opportunity, cost savings, time savings, customer service, and employee development. She emphasized that all ideas are welcome and the number of innovative ideas being submitted is increasing.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 3:15 PM.

signed

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
November 18, 2015
Boise, Idaho