

DISTRICT THREE TOUR AND REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD

June 15-16, 2016

The Idaho Transportation Board met at 8:00 AM on Wednesday, June 15, 2016 in Boise, Idaho. The following principals were present:

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

District 3 Tour. The Board traveled west on US-20/26 and north on Middleton Road. In Middleton, Mayor Darin Taylor expressed appreciation for the good working relationship with ITD. The detached bicycle/pedestrian trail is very popular and he would like to extend it. The main north/south routes that intersect with SH-44 are a concern. He requested a left turn bay at Hartley Road and right-turn lanes at some other intersections. The City would also like a SH-44 alternate route. District 3 Engineering Manager (EM) Amy Schroeder said the SH-44 corridor study underway has identified a preferred alternate route. Mayor Taylor emphasized that as the municipality plans for growth, transportation is a main consideration through activities such as preserving right-of-way. He also emphasized the City of Middleton's desire to partner with ITD. The Board thanked Mayor Taylor for his comments and hospitality.

The tour continued west on SH-44, east on I-84 and I-84 Business in Caldwell, south on SH-19, east on Farmway Road, and north on SH-55 to Nampa. Nampa Mayor Bob Henry joined the Board as it traveled various streets in Nampa. He thanked the Board for the improvements to the city's transportation system and committed to continuing partnering with ITD.

The Board traveled east on I-84, I-184, and US-20/26. It viewed the Broadway Bridge under construction in Boise and then traveled local roads to the Esther Simplot Whitewater Park under construction. After Boise Parks and Recreation Director Doug Holloway led a tour of the whitewater park, the Board returned to ITD Headquarters.

WHEREUPON, the tour ended at 3:05 PM.

June 16, 2016

The Board convened at 8:30 AM on Thursday, June 16, 2016 at the District 3 Office, Boise, Idaho. All members were present.

June 16, 2106

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on May 18-19, 2016 as submitted. Member Horsch seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:  
July 27-28, 2016 – District 1  
August 17-18, 2016 – District 6  
September 21-22, 2016 – District 4

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB16-18 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 FY17-20 Strategic Plan for the Division of Financial Management; adjustments to the Surface Transportation Program- and Transportation Alternatives Program- Transportation Management Area Programs; adjustments to the Local Highway – Highway Safety Improvement Program; contract awards; contract for rejection; and the annual update of the Safety Rest Areas and Oasis Partnerships.

1) FY17-20 Strategic Plan for the Division of Financial Management. Idaho Code requires all state agencies to submit a Strategic Plan covering a minimum of four years to the Division of Financial Management by July 1. The Plan includes the Department’s mission statement, vision, goals, objectives, performance measures and benchmarks, and external factors.

2) Adjustments to the Surface Transportation Program- and Transportation Alternatives Program-Transportation Management Area Programs. Community Planning Association of Southwest Idaho requests the following changes: delay right-of-way for the Intersection State Street and Collister Drive, Boise project, key #13481 to FY17 for \$680,000; increase the Local, FY16 Capital Maintenance, Valley Regional Transit (VRT), Boise project, key #13511, by \$680,000; add \$14,000 to the Transit, Ada County Highway District Commuteride Replacement Vans project, key #18700; and add \$33,000 to the Local, Bicycle Parking Main Street Station, VRT project, key #19803. Staff also requests approval to amend the Statewide Transportation Improvement Program (STIP).

3) Adjust the Local Highway – Highway Safety Improvement Program (HSIP). The Local Highway Technical Assistance Council (LHTAC) requests the following changes to FY16 of the Local Highway HSIP: delay key #18873, Southwick and Coyote Grade Guardrail for \$188,000; delay key #18755, Ramsey Road Union Pacific Railroad Upgrade for \$226,000; delay key #19015, Clear Creek Road Guardrail for \$208,000; advance key #19536, Robinson Park Road Signs and Elevation from FY17 for \$351,000; advance the design of Riverview Drive Guardrail Installation, key #19749 from FY18 for \$102,000; advance the design of Cedron Road Shoulder Widening, key #19342 from FY18 for \$50,000; advance the design of Intersection

June 16, 2106

Hankins and Addison Avenue Signal, key #19688 from FY18 for \$97,000; and provide \$22,000 to the Intersection Holmes Avenue and 1<sup>st</sup> Street project, key #14052 for cost overruns. Staff also requests approval to amend the STIP.

4) Contract Awards for Approval. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. The main differences between the engineer's estimate and low bid on key #18951 – Intersection Bellin and Grandview Elevation, Idaho Falls, were in the Special Wired Embedded LED Sign, Special Solar Embedded LED Sign, and Mobilization items. It appears the engineer's estimate did not adequately account for the installation costs on the first two items. The mobilization ratio should have been adjusted for the size of the project and the potential complexity due to the installation of a couple of specialty items. There is some urgency to the project because of its safety enhancement. There were no discrepancies indicating the bid is irregular. The City of Idaho Falls and LHTAC recommend awarding the contract: Low bidder: H-K Contractor, Inc. - \$107,969.

The main differences between the engineer's estimate and low bid on key #14052 – Intersection Holmes Avenue and 1<sup>st</sup> Street, Idaho Falls, were in the Sidewalk, Traffic Signal Installation, and Temporary Traffic Signal items. The cost difference in the Sidewalk item is likely due to the inclusion of Americans with Disabilities' Act compatible pedestrian ramps. The Traffic Signal Installation item includes a radar detection system, which the City of Idaho Falls did not have a good bid history for. The Temporary Traffic Signal will require additional coordination with an overlapping waterline roadway reconstruction item, which presumably resulted in a higher bid. There is some urgency to the project because of its safety enhancement. There were no discrepancies indicating the bid is irregular. The City of Idaho Falls and LHTAC recommend awarding the contract: Low bidder: Wheeler Electric, Inc. - \$346,165.

5) Contract for Rejection. The low bid on key #13407 – US-95, Round Prairie Creek to Canada, District 1, was more than ten percent over the engineer's estimate, requiring justification. The differences between the engineer's estimate and low bid are mainly in the Prestressed Slab Width 48" X Depth 21", Provide and Drive 16" DIA Steel Shell Pile, Cold Milling, Dewatering Foundation, and Special Bridge – Precast Substructure items. District 1 speculates that the differences are related to considerable constraints to the project's proposed bridge construction, remoteness of the project location, and the project's accelerated construction schedule. District 1 recommends rejecting the bid and exploring options to modify the plans. Low bidder: Interstate Concrete & Asphalt Company - \$5,832,459.

6) Annual Update of Safety Rest Areas and Oasis Partnerships. The 2016 Safety Rest Area chart was updated to reflect the 2015 average daily traffic count data. It identifies the safety rest area facilities currently meeting requirements and those needing rehabilitation/expansion or reconstruction; although no funding is programmed for rest area projects. The 2016 Safety Rest Areas and Oasis Partnerships Planning Map is shown as Exhibit 471, which is made a part hereof with like effect.

Informational Items. 1) State FY16 Financial Statements. Revenues to the State Highway Account from all sources were ahead of projections by 4.9% at the end of April. Of that total, receipts from the Highway Distribution Account and Fuel/Registration were ahead of forecast by 5% or \$10.1 million. State revenues to the State Aeronautics Fund were ahead of projections by

19.7% or \$375,000. Expenditures were within planned budgets. Personnel costs had a savings of \$10.3 million or 10.4% due to vacancies and timing between a position becoming vacant and being filled. Expenditures in Contract Construction were below last year for the time period July 1 through April 30 by 7.5%.

The balance of the long term investments was \$109.4 million at the end of April. These funds are obligated against construction projects and encumbrances. This investment amount and the \$83 million in cash are the largest combined cash/investments balance as of the end of April in any of the previous four years. Factors contributing to this include reduced construction payouts, personnel savings, the new revenue approved by the Legislature in 2015, and revenue coming in ahead of the forecast in both FY15 and FY16. Expenditures for GARVEE projects through April exceeded \$18 million. The final amount of bond proceeds will be paid out on authorized project expenses by the end of the fiscal year.

2) Monthly Reporting of Federal Formula Program Funding through May. Idaho's FY16 obligation authority is \$270.9 million. This corresponds to \$267.8 million with match after a reduction for indirect costs. Idaho received its full year of \$289.8 million formula apportionments from the Fixing America's Surface Transportation Act. Obligation authority is 93.5% of apportionments. Of the \$267.8 million allotted, \$106.7 million in funding remains.

3) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section processed two professional service agreements in the total amount of \$100,166 during the previous two months.

4) Contract Awards and Advertisements. Key #19170 – SH-14, Legget Creek and Moose Creek Fish Passages, District 2. Low bidder: Debco Construction - \$422,422.

Key #13472 – SH-52, FY16 District 3 Guardrail Upgrade. Low bidder: Staker & Parson Companies dba Idaho Materials Construction - \$1,825,044.

Key #13980 – FY18 District 4 Signal Upgrades. Low bidder: Cache Valley Electric Company - \$542,753.

Key #14019 – Cinder Butte Curves Road Edge, Bingham County, District 5. Low bidder: H-K Contractors, Inc. - \$80,000.

The list of projects currently being advertised was provided.

5) Professional Services Agreements and Term Agreement Work Tasks Report. From May 1 through May 27, 45 new professional services agreements and work tasks were processed, totaling \$6,381,443. Seven supplemental agreements to existing professional services agreements were processed during this period in the amount of \$485,054.

Director's Report. Director Ness thanked District 3 for its hospitality. He reported on his recent employee visits in the District and its innovations. He mentioned various awards and commendations the Department and employees received. Other highlights and activities included improvements to Idaho's 511 Traveler Services System, Public Transportation Manager Mark

June 16, 2106

Bathrick's selection to participate in the American Public Transportation Association's Class of 2017 Early Career Programs, Governor Otter's proclamation declaring May 2016 Bicycle and Pedestrian Safety and Awareness Month, and the 25<sup>th</sup> Aviation Career Exploration Academy.

Division of Engineering Services Administrator (DESA) Blake Rindlisbacher reported on a recent meeting with the Associated General Contractors of Idaho to continue updating specifications. The speed limits on the 80 mile per hour (MPH) sections of Idaho's interstates continue to average around 81 and 82 MPH. The safety data remains consistent: there has been no significant change to crashes. Some hazardous material has been found at the US-20, Thornton Interchange site, causing delays on that construction project. The contractor has mobilized for the US-95, Council Alternate Route project and construction should start soon. The right-of-way plans have almost been completed on the US-95, Thorn Creek to Moscow project. The additional projects funded with the 2015 revenue increase and Surplus Eliminator are progressing well. The last bids for those projects should be opened next month.

DESA Rindlisbacher provided additional information in response to discussions held during the April workshop. This past year 59% of projects were delivered. Project delivery for FY17 is proceeding well. The intent is to use consultants to design 30% of projects.

Chief Administrative Officer Char McArthur said her staff has been visiting the District Offices. She also provided information on an initiative to address power outages at Headquarters, which can be time-consuming and costly.

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

Draft FY18 Appropriation Request. Economist and Research Manager Bob Thompson summarized trends. Vehicle registrations, licensed drivers, annual vehicle miles traveled, and the gallons of fuel taxed continue to increase. The forecast indicates a modest growth to the Highway Distribution Account revenue in FY17 and FY18.

Financial Manager Joel Drake presented the draft FY18 budget request of \$686.7 million. Federal funds are estimated at \$363.3 million, state funds at \$339.6 million, and miscellaneous funds at \$4.2 million for a grand total of \$707.1 million in revenue. Some of the highlights include 1,678 full-time positions, \$22.8 million for equipment, and \$358.2 million for the construction program. Line items for technology, public transportation spending authority, capital facilities, and equipment total \$11.2 million. The Capital Facilities Program is being reformatted. Instead of submitting a six-year program, the facility needs will be reviewed and scheduled on an annual basis.

Chairman Whitehead thanked Messrs. Thompson and Drake for the presentation.

Draft FY17-21 Idaho Transportation Investment Program (ITIP). Transportation Investment Manager John Krause and Senior Transportation Planner Nathan Hesterman presented the draft FY17-21 ITIP with funding of approximately \$584.3 million annually for all modes. Highways will receive the majority of funds, 76%, followed by Aeronautics and Public Transportation with 18% and 6%, respectively. The remaining funds are targeted for local highway projects. The public review and comment period will be held in July.

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

RES. NO. ITB16-19 WHEREAS, it is in the public's interest for the Idaho Transportation Department to publish and accomplish a current, realistic, and fiscally constrained five-year Idaho Transportation Investment Program (ITIP); and

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

WHEREAS, the program update cycle requires cooperation with partner agencies in its calendar of activities; and

WHEREAS, the Board has reviewed the list of projects and analysis for the draft FY17-21 ITIP; and

WHEREAS, the next activity in the program update cycle is public review and comment per 23 CFR 450.210; and

WHEREAS, public involvement and input from stakeholders and interested citizens allows the Board to better understand Idaho's various transportation needs; and

WHEREAS, project selection and program approval is scheduled for the Board's September meeting after incorporating public comment.

*NOW THEREFORE BE IT RESOLVED*, that the Board will commence public involvement in July with project and program information incorporated from the publication entitled Draft FY17-21 ITIP, June Board Meeting.

Chairman Whitehead thanked staff for the overview of the draft ITIP.

Adopt-A-Highway Presentation (AAH). Member DeLorenzo thanked the Baha'i Faith group for participating in the AAH Program. She recognized the group for picking up litter on SH-55 from milepost 95 to 97 since 1991.

Girls' State Delegate. The Director's Management Assistant, Carla Anderson, introduced Olivia Shippen. Ms. Shippen is participating in Girls State, which is a program to teach young Idaho women how government works while developing leadership skills. The Board welcomed Ms. Shippen to the meeting and commended her for participating in this important Program.

2017 Proposed Legislative Ideas. Mollie McCarty, Governmental Affairs Manager (GAM), said the advisory boards were invited to propose legislative concepts. Only one, the Public Transportation Advisory Council (PTAC), expressed interest.

PTAC Chair Maureen Gresham thanked the Board for the opportunity to propose legislative ideas. PTAC is exploring two concepts; however, it needs more time to research them,

June 16, 2106

so it will not submit any proposals for the 2017 session. One concept is to improve coordination amongst state agencies that receive funding for and are involved with transportation. This may impact the Interagency Working Group. The other idea is to take a leadership role to maximize the transportation system. This would also involve coordination with other state agencies.

Chairman Whitehead thanked PTAC Chair Gresham for the summary and said he believes those concepts are worth exploring.

GAM McCarty said ITD is considering a license plate fee increase and legislation to clean up language related to expired special plate programs. The \$3.00 license plate fee has not increased in over 20 years and the purchasing power has diminished, resulting in ITD losing money on the production, handling, and distribution of license plates. The proposal would increase the fee 75 cents and authorize the Board to set the fee, eliminating it from code.

Chairman Whitehead asked why the fee would only be increased 75 cents. GAM McCarty said she will look into that, but noted that removing the fee from Idaho Code would make it easier for the Board to increase the amount in the future on an as needed basis.

GAM McCarty said staff would also like to pursue allowing Idaho to assume certain National Environmental Policy Act responsibilities and decision-making authority. This would require a waiver of its sovereign immunity. This proposal was considered last year, but was disallowed by the Governor's Office. She added that staff is still working on a couple of other concepts that will be presented next month.

Member Horsch said a legislator contacted him about increasing the fee for commercial drivers' license (CDL) tests. He expressed concern that there are no CDL testers in Pocatello or Blackfoot. Drivers have to travel to Idaho Falls for the test. GAM McCarty acknowledged the interest in this proposal, and said similar legislation was introduced during the 2016 session but did not pass. She will look into this issue.

Chairman Whitehead suggested it may be timely to review all of the fees. Member Coleman added that if there is interest in authorizing the Board to establish the fee for license plates, consideration should be given to allowing the Board to set other fees. GAM McCarty said she will look into both of those issues.

Toward Zero Deaths Awards. Highway Safety Manager (HSM) John Tomlinson congratulated Valley and Washington Counties for having zero traffic fatalities in 2015. He commended their partnership to address highway safety. Valley County Sheriff Patti Bolen thanked HSM Tomlinson for the recognition. SH-55 is a major focus for their office and they are committed to the goal of zero highway fatalities.

Bicycle/Pedestrian Safety Events. Jimmy Hallyburton of the Boise Bicycle Project thanked the Board for its time. He elaborated on the Boise Bicycle Project, which is an effort to provide bicycles to children and to educate them on bike safety. The goal is to keep kids safe. He was pleased to report that mandatory questions on bicyclists and pedestrians are being implemented in Idaho's driver's license test. This will result in better education for drivers.

Chairman Whitehead thanked Mr. Hallyburton for the presentation and commended him for his efforts. Member DeLorenzo also thanked him for his project and for promoting highway safety.

Highway Safety Plan. HSM Tomlinson requested approval of the Highway Safety Plan, which was presented to the Board last month for review. It will then be submitted to the National Highway Traffic Safety Administration.

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

RES. NO.        WHEREAS, Idaho experienced 22,134 reportable traffic crashes, 186 traffic  
ITB16-20        deaths, and 11,768 people injured in 2014; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2014 was nearly \$2.5 billion; and

WHEREAS, the Idaho Transportation Department's goal is to have zero traffic deaths; and

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate about \$3.9 million in funding behavior safety programs for Idaho to reduce traffic deaths and serious injuries; and

WHEREAS, the Idaho Traffic Safety Commission and the Office of Highway Safety have developed the Highway Safety Plan for Federal Fiscal Year 2017 to work toward the elimination of Idaho traffic deaths, serious injuries, and economic losses; and

WHEREAS, the Highway Safety Plan is required by NHTSA in order to receive funding from NHTSA.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board adopts the Highway Safety Plan for Federal FY17, which is on file in the Office of Highway Safety.

Executive Session on Personnel and Legal Issues. Member DeLorenzo made a motion to meet in executive session at 12:05 PM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206, (b) and (f). Member Vassar seconded the motion and it passed 6-0 by individual roll call vote.

Discussions were held on personnel and legal matters.

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

Truck Permitting Negotiated Rules. At the special Board meeting on June 8, 2016, the Board concurred with advancing rulemaking as follows: revise Administrative Rule 39.03.12 to state the proper inspection requirements for all vehicles that are operating under the authority of

an overlegal permit, with the agricultural exemption remaining in place; add language to the rules that address brakes stating that brakes are to be maintained to the Federal Motor Vehicle Safety Standards according to the standards that were in effect at the time the commercial motor vehicle was manufactured; implement a training program in accordance with 49 CFR Part 380, which would be the responsibility of Idaho State Police to adopt in its Motor Carrier Rules; amend administrative rules to increase regional harmonization of 129,000 pound truck permitting; and remove language regarding the legal length limits for overhang from Administrative Rule 39.03.06 because it is defined in Idaho Code Section 49-1010. Ramon Hobdey-Sanchez, Governmental Affairs Program Specialist (GAPS), presented the draft rules.

Member Kempton made a motion to revise IDAPA 39.03.15, Rules Governing Excess Weight Permits for Reducible Loads, to implement a statewide permit for vehicle combinations in excess of 80,000 pounds except as restricted by Idaho Code or a local highway jurisdiction. Member Vassar seconded the motion and it passed unopposed.

GAPS Hobdey-Sanchez said staff is also exploring replacing the “overlegal” term. Other states use a variety of words. There does not appear to be a uniform term. He added that the Department is still in the negotiated rulemaking process and will continue to work with interested stakeholders on the proposed rule changes.

Member Kempton made a motion to approve the following resolution, which also incorporates the above revisions to IDAPA 39.03.15. Member Vassar seconded the motion and it passed unopposed.

RES. NO. ITB16-21 WHEREAS, the Office of the Governor of Idaho has requested that the Idaho Transportation Board and Idaho Transportation Department initiate the negotiated rulemaking process concerning permitting for commercial trucks; and

WHEREAS, the Board, at the June 8, 2016 special meeting, reviewed the truck permitting rule concepts for advancement in the negotiated rulemaking process; and

WHEREAS, staff has presented draft rules based on comments submitted via the negotiated rulemaking process; and

WHEREAS, the Board will then review proposed administrative rules at a later date after public comment and stakeholder input has been made on the draft rules.

*NOW THEREFORE BE IT RESOLVED*, that the Board directs staff to seek further public input on draft administrative rule changes, as part of the negotiated rulemaking process.

GARVEE Transportation Program. EM Schroeder summarized the \$929 million GARVEE Program, which funded 59 projects in 6 corridors. A total of \$840 million in bonds were issued. The remaining funds came from interest and federal formula funds.

Controller Dave Tolman provided an overview on the funding and emphasized the good partnership with Idaho Housing and Finance Association (IHFA). The Series 2006 and 2008

bonds were refinanced, which will save the state approximately \$15 million during the life of those bonds. ITD and IHFA will continue to manage the program and look for additional opportunities to refinance bonds at reduced rates.

EM Schroder presented the final working plan. Due to additional savings, \$71 million in federal formula funds were used instead of the original \$81 million that was programmed.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB16-22 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 Extension, I-84 to South Emmett  
I-84, Caldwell to Meridian  
I-84, Orchard to Isaacs Canyon  
US-30, McCammon to Soda Springs; and

WHEREAS, \$71 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 Final Working Plan Summary, as shown as Exhibit 472, which is made a part hereof with like effect, a copy of which has been provided to the Board.

EM Schroeder said the final report was reformatted into fact sheets. An execution plan was also developed to capture the administration and execution of the Program. That plan may be helpful for other states considering using GARVEE bonds and for historical purposes.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB16-23 timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-315 includes a legislative reporting requirement wherein the GARVEE Transportation Program submits an annual update on the status of highway transportation projects being constructed with bond financing.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the 2016 GARVEE Transportation Program Fact Sheets, which together with the GARVEE Execution Plan is considered to be the final report summarizing the administration and execution of the GARVEE Program, and in turn directs staff to publish and submit the report to the legislature.

Member Vassar commended staff for the excellent annual report and fact sheets and congratulated it on the successful GARVEE Program. Chairman Whitehead concurred and thanked EM Schroeder and Controller Tolman for the presentation.

Dave Butzier, Connecting Idaho Partners, presented the Board members with commemorative tokens of the GARVEE Program. He thanked them for their support of this important Program.

Response to Questions from the April Board Workshop on Pavement Program. Caleb Lakey, Asset Management Engineer (AME) provided additional information on commerce routes, including the routes' percent of commercial traffic and number of commercial vehicles. Vehicles over 23 feet, like buses and motorhomes, can be included in commercial traffic counts, indicating commerce routes can have a variety of users. Graphs depicting the maintenance backlog for 2013 through 2020 were also provided.

Chairman Whitehead thanked AME Lakey for the additional information.

Proposed Changes to Highway Speed Limits. State Design Traffic Engineer (SDTE) Jesse Barrus said a legislative change in 2014 allows speed limits up to 70 MPH on state highways. A traffic and engineering investigation was performed on select routes in Districts 1 and 6, resulting in a recommendation to increase the speed limit to 70 MPH. District 6 contacted a number of stakeholders, such as Idaho State Police, Idaho National Laboratory, and counties, to discuss the proposed changes.

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

RES. NO. WHEREAS, Idaho Code 49-654 increases the maximum allowable speed limit on  
ITB16-24 state highways to seventy (70) miles per hour if certain circumstances occur; and

WHEREAS, the Idaho Transportation Department staff has completed engineering and traffic studies on the routes and segments listed below; and

WHEREAS, the Department staff is aware of concerns regarding speed limit increases from the public officials; and

WHEREAS, the Department staff has considered effects of maximum speed limit increases as part of the engineering and traffic studies; and

WHEREAS, the Department staff has considered all comments received in light of the studies conducted; and

WHEREAS, the Department staff concludes that an increase in the speed limit on the state highways on the segments listed is in the public interest.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board concurs with the proposed speed limit changes on US-95, US-20/26, US-20, SH-22, and SH-28 as follows:

<u>Route</u>	<u>Beginning Milepost</u>	<u>Ending Milepost</u>	<u>Speed Limit</u>	
			<u>Old</u>	<u>New</u>
US-95	437.310	452.500	65	70
US-20/26	253.510	272.000	65	70
US-20	263.770	301.190	65	70
SH-22	24.670	68.070	65	70
SH-28	15.150	89.490	65	70

Speed Minute Entry. SDTE Barrus said the interchanges and segment of roadway between Broadway Interchange and Gowen Interchange in Boise have been under construction for the past two years. Substantial reconfiguration changes resulted in the need to reexamine the speed limit along this segment of I-84. A traffic and engineering investigation indicated the speed limit should be reduced from 80 MPH to 65 MPH on a half-mile section.

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

RES. NO. WHEREAS, Idaho Code 49-654 increases the maximum allowable speed limit on  
ITB16-25 interstate highways to eighty (80) miles per hour if certain circumstances occur;  
and

WHEREAS, Idaho Code 49-201 allows lower speed limits to be posted when roadway factors warrant including: weather conditions, time of day, vehicle type, and other factors bearing on safe speeds; and

WHEREAS, the Idaho Transportation Department staff has completed engineering and traffic studies on the route and segment listed below; and

WHEREAS, the Department staff concludes that a decrease in the speed limit on the segment listed is in the interest of public safety.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board concurs with the proposed speed limit changes on I-84 as follows:

<u>Route</u>	<u>Beginning Milepost</u>	<u>Ending Milepost</u>	<u>Speed Limit Old</u>	<u>Speed Limit New</u>
I-84	55.000	55.500	80	65

District 3 Report. District 3 Engineer (DE) Amy Revis reported on some of the District's performance metrics. Of the 33 projects delivered in FY16, 24 were programmed and 9 were advanced into the Program. Six projects were delayed; however, those projects were mainly delayed to companion with other projects for efficiency, to provide better traffic control, and to lessen the impact to the traveling public. The value of construction projects awarded was \$57.8 million. The District issued 400 permits in FY16 to date. The winter mobility goal of 60% was exceeded, as the District's roads were not significantly impeded 79% of the time. DE Revis mentioned efforts to improve the organizational culture and several awards the District received.

Member DeLorenzo thanked DE Revis for her leadership. Chairman Whitehead also thanked her for the presentation and for her efforts to improve relationships with the Department's partners.

New Business. DESA Rindlisbacher said the bid on the US-2, Pine Street to Cedar Street project, key #19172, was opened on June 7. The low bid was more than ten percent over the engineer's estimate, requiring justification and Board approval. Because there was insufficient time to put the material in the meeting packet, and due to the urgency, he requested approval at this time. The main difference between the engineer's estimate and low bid were in the Sidewalk, Curb Ramp, Curb and Gutter Type 2, Night Work Lighting, PTZ Video System with Lowering Device, Signal Cabinet and Controller, and Multiple Approach Radar Detection System items. Staff believes the differences are due to the small quantities, night work logistics of the installation of those items, and the requirement to limit working hours between 7 PM and 6 AM. There is also a long lead time to acquire some of the system components. Staff does not believe re-bidding the project would result in significant savings and due to the partnership with the City of Sandpoint, requests the award of the contract.

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

RES. NO.      WHEREAS, the bid opening for the US-2, Pine Street to Cedar Street, Sandpoint, ITB16-26      Bonner County project, key #19172, was opened on June 7, 2016 for 2016 construction; and

WHEREAS, the low bid was more than 110% of the Engineer's Estimate, requiring justification and Idaho Transportation Board approval; and

WHEREAS, due to the timing of the bid opening date and the due date for Board agenda items, the request for this contract award was not available for inclusion in the regular Board packet, but to accommodate the request to seek Board approval as soon as possible, the contract information was presented as a New Business item; and

WHEREAS, District 1 has provided justification for the bid and requests that the resulting need for additional project funding be offset by available state funds and

would like to expedite the project and move forward with construction as soon as possible.

*NOW THEREFORE BE IT RESOLVED*, that the Board has determined that it is important to the project and in the best interest of the public to proceed with approval to award the US-2, Pine Street to Cedar Street, Sandpoint, Bonner County project at 29% over the Engineer's Estimate to the apparent low bidder: Earthworks Northwest Inc. - \$2,081,423; and

*BE IT FURTHER RESOLVED*, that the Board has determined that it is important to the project and in the best interest of the public to provide additional funds needed for the construction of the US-2, Pine Street to Cedar Street, Sandpoint, Bonner County project from available State funds.

GAPS Hobdey-Sanchez revisited the "overlegal" terminology brought up during the negotiated rulemaking process on permitted trucks. He requested guidance on proceeding with implementing a new term. The consensus of the Board was to take sufficient time to research the issue. The term can be changed later, not as part of the current negotiated rulemaking process.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 3:25 PM.

signed

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JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved  
July 28, 2016  
Coeur d'Alene, Idaho

June 16, 2106