

DISTRICT TWO TOUR AND REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD

April 20-21, 2017

The Idaho Transportation Board met at 7:15 AM on Thursday, April 20, 2017 in Lewiston, Idaho. The following principals were present:

Jerry Whitehead, Chairman  
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  
Scott Stokes, Chief Deputy  
Larry Allen, Deputy Attorney General  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Representative Thyra Stevenson, Representative Mike Kingsley, and Clearwater County Commissioner Rick Winkle were also present.

District 2 Tour. The Board toured Schweitzer Engineering Laboratories and learned about the company, which builds digital products and systems that protect power grids. Representative Caroline Nilsson Troy participated in this tour.

The Board visited Lewis-Clark State College and heard about the various programs offered at the four-year institution.

The Board traveled US-95 north to Moscow. During a luncheon meeting, Moscow City Officials expressed appreciation for the good working relationship with the transportation department; stressed the importance of constructing the US-95, Thorn Creek to Moscow project; and thanked the Board for various safety projects. Latah County officials also thanked the Board for its support with the initial Moscow to Troy trail. The trail, utilizing an old railroad bed, is being extended east to Kendrick. District 2 Planner Ken Helm said design is proceeding on the US-95, Thorn Creek to Moscow project, but the right-of-way activities have been suspended due to legal issues. The project is still scheduled for construction in FY18.

The tour continued west on SH-8 to the Moscow-Pullman Airport. The Board toured the facility and was briefed on the construction project underway to realign the runway.

The Board returned to Lewiston via SH-8 east and US-95 south.

WHEREUPON, the tour ended at 3:45 PM.

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The Board convened at 8:30 AM on Friday, April 21, 2017 at the Idaho Transportation Department District 2 Office in Lewiston, Idaho. All members were present except Vice Chairman Lee Gagner.

Chairman Whitehead welcomed Senator Dan Johnson and Representative Stevenson to the meeting.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on March 15-16, 2017 as submitted. Member Horsch seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:  
May 17-18, 2017 – District 5  
June 20-22, 2017 – District 3  
July 20-21, 2017 – District 6

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

RES. NO.       WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB17-06       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 revisions to Board Policy 4063 129,000 Pound Vehicle Truck Routes; Mullan Avenue to East Prairie Avenue, Post Falls; modifications to the Transportation Alternatives Program – Urban/Rural; modifications to the Public Transit Program; the addition of Local, Idahome and 2750 East Roads, Cassia County to FY18; contract awards for approval; contract awards for rejection; and the state institution road improvement project.

1) Revisions to Board Policy 4063 129,000 Pound Vehicle Truck Routes. Staff requests revisions to Board Policy 4063 129,000 Pound Vehicle Truck Routes to update the make-up of the Board Subcommittee on 129,000 Pound Truck Routes from four Board members to three and to delete the option of conducting an administrative hearing.

2) Mullan Avenue to East Prairie Avenue, Post Falls. Staff requests approval to exceed the engineering services agreement limit of \$1 million by \$1.1 million for the SH-41, Mullan Avenue to East Prairie Avenue, Post Falls project, key #19682. Last fall, HDR, Incorporated was selected to provide engineering services for the design of the SH-41 project. The project scope has been finalized and staff recommends retaining HDR, Incorporated to continue providing construction engineering services for the design of this FY20 project.

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3) Modify the Transportation Alternatives Program (TAP)-Urban/Rural Program. Due to previous modifications to the TAP and in conjunction with annual unallocated funds, staff requests advancing the following projects in the TAP Urban and Rural Programs: Potlatch Sidewalk Enhancement, Phase 2, key #19831, \$53,664 to FY17; Bannock County Event Center Pedestrian Path, key #20028, \$103,950 to FY17; Indian Creek Path Extension to Greenbelt, Caldwell, key #20076, \$69,699 to FY17; and Ridge Crest Elementary Safe Routes to School, Blackfoot, key #20184, \$56,490 to FY17 and \$333,560 to FY18. Staff also requests authority to amend the Statewide Transportation Improvement Program (STIP).

4) Modify the Public Transit Program. At the request of the Federal Transit Administration (FTA), the Community Planning Association of Southwest Idaho requests annual budget adjustments to remove future carryover of funds. This will result in showing the full allocation amount for each year rather than the specific project budgets. It also provides greater flexibility in obligating and using the funds. Total project costs are not changing. Demand Response, Nampa, key #20043, is being revised to \$352,000 in FY17, \$500,000 in FY18, and \$364,000 in FY19 from 5307 Funds. Commuteride Replacement Vehicles, Nampa, key #20145 is being revised to \$316,000 in FY17, and \$290,000 in FY18, FY19, FY20, and FY21 from 5339 Funds. Commuteride Replacement Vehicles, Nampa, key #20153 is being revised to \$66,000 in FY17 and \$270,000 in FY18 from 5307 Funds. Staff also requests authority to amend the STIP.

5) Add Local, Idahome and 2750 East Roads, Cassia County. Staff requests the addition of the \$4.3 million Local, Idahome and 2750 East Roads, Cassia County project to the FY18 Freight Program and authority to amend the STIP. The project will reconstruct Idahome Road and 2750 East Road from I-84 to the north end of the East Valley Cattle Dairy, including intersection improvements for truck turning movement.

6) Contracts for Award. The low bid on the following projects was more than ten percent over the engineer's estimate, requiring justification. The main differences between the engineer's estimate and the low bid on key #14360 - US-95, Curve Flattening, Milepost 172 to Milepost 174, District 3 was in the Rock Excavation and Mobilization items. The project includes large scale blasting and rock excavation and building walls in a remote and mountainous river corridor. The Department has little relevant bid history and failed to recognize the true cost of this work. The mobilization item was also estimated low, partly due to the remote location. Staff does not believe re-bidding the project would result in a savings and recommends awarding the project. Low bidder: Crea Construction, Inc. - \$1,834,429.

The primary difference between the engineer's estimate and low bid on key #19439 - US-30, FY18 District 5 Sign Bridge Upgrade was in the 616-030 sign structure item. ITD has little relevant bid history. The District recommends awarding the project because the apparent low bid is believed to be a responsive bid. Low bidder: Cache Valley Electric Company - \$1,404,334.

7) Contract for Rejection. The low bid on key #20077 - US-91, FY17 District 5 Revegetation was more than ten percent over the engineer's estimate, requiring justification. The project involves assuming responsibility for revegetation and site stabilization for three different projects from the end of construction until a Notice of Termination can be filed to close out the storm water pollution prevention permit for the projects. Revegetation items are included in the three construction projects; however, the apparent low bidder did not understand that the initial

stabilization and seeding for revegetation would be performed before the projects are turned over to it. It did not assign any value to work performed by the construction contractor. Staff recommends rejecting the bids and revising the bid documents to clarify that the construction projects include initial stabilization and this contract is for caretaking to establish vegetation for permit closure. Low bidder: Staker & Parson dba Jack B. Parson Companies - \$276,740.

8) State Institution Road Improvement Project. In accordance with Idaho Code 40-310(14), Board Policy 4045 State Institution Road Improvement allocates \$30,000 for the construction, alteration, repair, or maintenance of roadways in, through, or around the grounds of state institutions. The Division of Public Works requests funds to improve grade and complete asphalt paving of the parking area at the Department of Lands' Cataldo Office. The project is estimated to cost \$37,500; however, the Department of Lands will provide funding above the \$30,000 ITD grant or reduce the scope of work. Governor Otter supports this recommendation.

Informational Items. 1) State FY17 Financial Statements. Revenues to the State Highway Account from all state sources were 4.2% ahead of projections as of February 28. Of that total, receipts from the Highway Distribution Account were 3.7% or \$4.9 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 9.2% or \$165,000. Operational expenditures were ahead of planned budgets by \$3.4 million. Usage and orders of winter material were ahead of planned amounts by about \$7.2 million. Personnel costs had a savings of \$11.4 million or 13.2% due to vacancies and timing between a position becoming vacant and being filled. Contract construction payments of \$181 million to date were the lowest of the past three years. The trend is contributing to the increased cash and investment balance.

The balance of the long term investments was \$161.1 million at the end of February. These funds are obligated against construction projects and encumbrances. The combined total of cash and investments is \$230.3 million. FY17 expenditures in the Strategic Initiatives Program Fund were \$37.8 million to date.

2) Monthly Reporting of Federal Formula Program Funding through March. Idaho received obligation authority through April 28 via a continuing resolution. Obligation authority is \$155.1 million. This corresponds to \$154.1 million with match after a reduction for prorated indirect costs. Apportionments through March 31 are \$294.8 million, which includes Redistribution of Certain Authorized Funds. This is \$1.8 million less than in the FY17 Fixing America's Surface Transportation Act apportionment tables. Allotments have not been reduced yet, providing the new congress time to act. Currently, obligation authority is 52.6% of apportionments. Of the \$154.1 million allotted, \$78.7 million remains.

3) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section did not process any professional service agreements in the previous month.

4) Contract Awards and Advertisements. Key #18735 – STC/7117, Bonneville to St. Clair Road, District 6. Low bidder: Depatco Inc. - \$117,150.

Key #19593 – SH-50, I-84, SH-50 to Machine Pass and I-84 Machine Pass to Valley Road, District 4. Low bidder: Knife River Corporation Northwest - \$10,900,652.

Key #13924 – SH-67, Milepost 0 to Junction 51, District 3. Low bidder: Central Paving Company, Inc. – \$3,996,554.

Key #13408 – US-95, Smith Creek to Sheep Creek, District 1. Low bidder: M.A. DeAtley Construction Inc. - \$7,510,747.

Key #19021 – US-30, Montpelier City Limits, District 5. Low bidder: Staker & Parson dba Jack B. Parson - \$2,343,599.

Key #19412 – US-20, Borchers Lane to Locust Grove, District 3. Low bidder: Staker & Parson dba Idaho Materials Construction - \$3,443,970.

Key #19719 – I-90, Interchange #34, 39 and 40, District 1. Low bidder: Thorco Inc. - \$724,517.

Key #18688 – SH-39, Riverside to Clark Road, District 5. Low bidder: Gale Lim Construction - \$819,516.

Key #13935 – I-84, Interchange #90 to McMurtrey Road, District 3. Low bidder: Sunroc Corporation - \$2,361,613.

Key #19332 – I-84, Parma South City Limits to I-84, District 3. Low bidder: Knife River Corporation Northwest - \$627,700.

Key #14041 – I-15, Milepost 180.7 to Montana State Line, District 6. Low bidder: Western Construction Inc. - \$6,940,800.

The list of projects currently being advertised was provided.

5) Professional Services Agreements and Term Agreement Work Tasks Report. From February 24 through March 29, 45 new professional services agreements and work tasks were processed, totaling \$5,521,171. Eight supplemental agreements to existing professional services agreements were processed during this period in the amount of \$1,109,600.

Director's Report. Director Ness thanked District 2 for its hospitality, not only during the Board meeting, but also earlier in the week during his annual visit with employees. He thanked staff for its efforts during the legislative session and summarized the transportation package that became law: the Surplus Eliminator was extended two years, splitting general fund surplus revenue 60/40 with local entities; 1% of sales tax collections and cigarette tax will be provided for congestion relief; and \$300 million in GARVEE bonding was authorized. He reported on some of the weather-related damage to the state highway system, including landslides, rockslides, and pavement damage; and on an environmental assessment and related public hearings to address growth in the US-20/26 corridor in Ada and Canyon Counties. Director Ness also congratulated Chairman Whitehead for being recognized as a Chief Executive Officer of Influence by the Idaho Business Review.

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Chief Deputy (CD) Stokes also thanked staff for its efforts during the legislative session. The Highway Safety Summit was held in Boise earlier this week, with over 200 participants. He commended the excellent partnership with law enforcement.

Chief Operations Officer Travis McGrath said he has been visiting the Districts and meeting employees. He is pleased that when employees discuss their challenges, they also share ideas on how to address those challenges. One of the initiatives he will be working on is better optimization of program delivery.

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

Adopt-A-Highway Presentation (AAH). Member Vassar thanked the Palouse River Rollers for participating in the AAH Program. The group picks up litter along a three-mile section of SH-8.

Legislative Update. Government Affairs Manager (GAM) Mollie McCarty said staff analyzed 78 bills during the 2017 session. The Surplus Eliminator revenue allows funding for bicycle and pedestrian projects. Staff is still reviewing that legislation and how to implement it. Office of Emergency Management Deputy Chief William Richy will chair the committee established to oversee the \$50 million for emergency relief due to the severe winter weather, and Chief Engineer (CE) Kimbol Allen will represent ITD on the committee. She also mentioned an interim committee that was established to review a weight distance fee for trucks.

Chairman Whitehead thanked GAM McCarty and staff for their work on legislation.

Division of Motor Vehicles' Modernization Project Update. Alberto Gonzalez, Modernization Manager (MM), expressed appreciation for the excellent support from management, staff, and the counties on the modernization project. Forty-two of the 60 county offices helped with testing. The testing passed the first security assessment. Training is underway, with over 200 county employees trained to date. The system went live statewide with few issues. MM Gonzalez said work on the next major release is underway. The drivers' license program will be done by the end of the year, followed by registrations and titles.

The Board congratulated MM Gonzalez on the accomplishments and expressed appreciation for the progress to date.

Amendments to the Agenda. EAB Higgins requested two amendments to the agenda: removing revisions to Administrative Policy 5541 Security of Department Facilities, formerly A-06-15, and the addition of the contract award for the I-84, Franklin to Franklin project because the low bid, which was opened on April 18, was more than ten percent over the engineer's estimate, requiring justification and Board approval.

Member Kempton made a motion to amend the agenda to remove Administrative Policy 5541 Security of Department Facilities and to add the contract award for the I-84, Franklin to Franklin project. Member DeLorenzo seconded the motion and it passed unopposed.

District 2 Report. District 2 Engineer (DE) Dave Kuisti reported on the winter maintenance efforts. The District's roads were not significantly impeded 78% of the time, exceeding the goal of 73%, and the winter road reports were delivered on time 99% of the time. He summarized the organizational changes that resulted in a decrease of 12 positions, from 159 positions in 2015 to 147 positions in 2017. Overall, the project delivery efforts are proceeding well, with four of the 13 FY18 projects under contract. Work will continue on recovering from the severe winter, delivering projects early, addressing staffing needs, and refining winter maintenance efforts.

The Board thanked DE Kuisti for the report and commended him for his leadership. Chairman Whitehead also asked DE Kuisti to relay the Board's appreciation to the maintenance crews for their service, especially during this past winter.

Marijuana and Highway Safety. Highway Safety Manager John Tomlinson reported on the safety concerns when motorists drive impaired. At a recent meeting with his National Highway Traffic Safety Administration Region 10 counterparts, there was a discussion on the growing concern with marijuana use. He invited Mary Vanidour with St. Joseph Regional Medical Center to report on what they are seeing in Lewiston in regards to marijuana use being so close to Washington, which legalized recreational marijuana.

Ms. Vanidour said most people under the age of 30 are not using alcohol. They are using marijuana, which is more potent than it was in the past. It causes impairment. She believes it is a serious problem and more education on the impacts of marijuana is needed.

Chairman Whitehead thanked Ms. Vanidour for her comments.

Public Transportation One-Time Funding Project Recommendations. Grants/Contracts Officer Rachel Pallister said the Department had an opportunity to call for projects to be funded with one-time funding from a Congressional Appropriation. This resulted in 18 applications requesting \$2,130,348. Available funding in the 5310 Elderly and Disabled and Vehicle Investment Programs is \$384,408, and \$830,304 is available from the 5339 Bus and Bus Facilities Program. She requested approval to submit 13 projects in the total amount of \$1,201,268 to the Federal Transit Administration for final approval.

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

RES. NO.        WHEREAS, the Public Transportation Office is charged with soliciting,  
ITB17-07        reviewing, and programming public transportation projects in the rural areas of  
Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, the funding sources include two FTA grants, the 5339 Bus and Bus Facilities and 5310 Elderly and Disabled, and one State grant Vehicle Investment Program; and

WHEREAS, these are one-time funds with a 20% subrecipient match on all projects; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed projects.

*NOW THEREFORE BE IT RESOLVED*, that the Board acknowledges the projects proposed, as shown as Exhibit 479, which is made a part hereof with like effect, and approves them in the amount of \$1,201,268 for submittal to the FTA for final approval; and

*BE IT FURTHER RESOLVED*, that these one-time projects are submitted for inclusion in the FY17-20 Statewide Transportation Improvement Program and programmed in FY17.

Chairman Whitehead thanked Ms. Pallister for the presentation.

Expand Idaho Transportation Investment Program (ITIP) from Five Years to Seven Years. DE1 Damon Allen said staff is in the process of updating year five of the ITIP for FY18-FY22. Based on the general consensus at last month's workshop, he requested approval to add two more years to the ITIP. Staff believes extending the Program will help stabilize the funding year for projects and allow the Department to develop projects to a shovel-ready state to be responsive to additional funding levels and sources. Years six and seven will be fiscally constrained to the funding levels of the proposed fifth year and will consist of pavement, bridge, and Strategic Initiatives projects, plus \$10 million for the Freight Program.

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

RES.NO.        WHEREAS, it is in the public's interest for the Idaho Transportation Department  
ITB17-08        to publish and accomplish a current, realistic, and fiscally constrained 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, projects with complex engineering, significant environmental documentation, and acquisition of right of way require several years to develop; and

WHEREAS, it is in the public's interest for the Department to have projects developed and "shovel ready" for construction to respond to changes in transportation funding; and



WHEREAS, the timeline for delivery of projects in the current five year ITIP has been subject to significant change as a result of recent transportation funding increases.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves expanding the ITD portion of the ITIP from a five-year to a seven-year program beginning with the FY18-FY24 ITIP program update cycle.

Chairman Whitehead thanked DE Allen for the presentation.

New ITD Revenue. CE Allen said the legislature approved new transportation revenue this past session. The surplus eliminator funds will come from the general fund surplus, so the amount of money from that source is not known at this time. ITD will request spending authority in January 2018. The funds will be split 60/40 with local entities. Staff intends to present an update on options for this funding source in July, when it has better information on the potential funding levels. He added that bike and pedestrian safety projects are eligible for funding.

One percent of the sales taxes collected and a portion of the Cigarette Tax are being directed to congestion relief. CE Allen estimates this funding will total \$18 million. Staff will present more analysis and policy options at a later date, which will enable the future solicitation and selection of candidate projects. Spending authority will also be requested in January 2018.

The legislation also authorizes GARVEE bonding up to \$300 million for projects in 12 of the original 13 corridors. The earlier GARVEE work was conducted in six corridors, with work completed in two of those corridors. CE Allen summarized the uncompleted work in the other four corridors: US-95, Garwood to Sagle; I-84, Caldwell to Meridian; SH-16, I-84 to South Emmett; and US-30, McCammon to Soda Springs. He requested direction on project selection and authority to utilize federal formula funds to begin pre-engineering work. The Department will need to coordinate the projects with various partners, such as metropolitan planning organizations. He emphasized the major safety improvements that resulted from the initial GARVEE projects: an 86% reduction in fatalities in the GARVEE corridors.

Member DeLorenzo asked if there are significant safety concerns on the US-30 corridor. CE Allen replied that the concerns are similar to other highway segments that go from four lanes to two lanes, although the average daily traffic (ADT) count is fairly low. Member Coleman believes addressing safety and congestion should be the highest priorities.

Member Vassar said she would like more time to review the information. Member Horsch suggested removing the US-30 project from consideration. Although there are some safety issues, he believes the low ADT makes it a lesser priority. He also expressed support to delay action on selecting projects to fund with GARVEE bonds.

Although Member Coleman believes the US-30 project is necessary, he does not believe it would provide a high return on investment. He believes the I-84 corridor should be a priority. Not only is it a safety and congestion issue, but the poor pavement condition makes it a good candidate. He supports proceeding with the three-mile I-84, Franklin to Karcher project now for

\$150 million and having staff provide more information on the other corridors later. Member DeLorenzo concurred, noting the safety concerns with I-84 and its importance to the state.

Member Coleman suggested starting the planning activities now on the I-84, Franklin to Karcher project. He expressed concern that the construction industry may be at capacity in two to three years. He also believes it is important to advertise GARVEE projects in stages that Idaho contractors can handle.

Member Kempton acknowledged the need to improve I-84 to address safety and congestion issues, and supported proceeding with that project now.

Member Kempton made a motion to approve the proposed resolution (see below) with the inclusion of the I-84, Franklin to Karcher project for \$150 million in GARVEE bond funding. Member Horsch seconded the motion.

Director Ness asked if the motion includes funding for preliminary engineering so staff can begin the design and other pre-construction work.

Member Kempton amended his motion to include language directing staff to begin the planning and development of the I-84, Franklin to Karcher section for design and construction. Member Horsch concurred with the amendment.

Director Ness questioned including a dollar amount for the pre-construction work. CE Allen recommended \$15 million, which is 10% of the construction cost.

Member Coleman asked if there would be an opportunity to reimburse the federal funds used for pre-construction work with revenue from GARVEE bonds later. He would be interested in pursuing that reimbursement.

Member Coleman made a motion to amend the motion to authorize \$15 million in FY17 formula funds to begin the pre-project planning, engineering, and design services. Member Vassar seconded the motion. The motion passed unanimously.

The consensus was for staff to provide more information on the other corridors at a future meeting. The information can include, but is not limited to, safety, traffic volumes, pavement condition, and project readiness. In response to Member Vassar's question on whether US-30 was removed from consideration, DAG Allen replied that only the Indian Valley corridor was removed from the authorizing legislation, and, as a follow-up question, EAB Higgins replied that no official action was taken by the Board to remove the US-30 corridor from consideration.

CD Stokes requested the removal of the dedicated year, FY17, of formula funds for the pre-construction activities on I-84. He would like flexibility with funding those activities.

Member Coleman made a motion to remove FY17 from the resolution and to allow for the use of federal formula or other funding for the pre-construction activities. Member Vassar seconded the motion and the Board unanimously approved the following resolution:

RES. NO. WHEREAS, the Idaho Legislature passed and the Governor allowed to become

ITB17-09 law SB1206 authorizing \$300 million in GARVEE bonding to finance highway transportation projects in the 2017 legislative session; and

WHEREAS, the Idaho Legislature included 12 state routes on which potential projects could be eligible; and

WHEREAS, the Idaho Legislature granted responsibility to the Idaho Transportation Board for the selection of the projects and the implementation of the program; and

WHEREAS, the Idaho Transportation Department previously implemented projects on six of the authorized corridors under a previous authorization; and

WHEREAS, the implemented projects have resulted in substantial benefits in safety and mobility of the traveling public; and

WHEREAS, it is desirable for staff to begin the planning and development of eligible GARVEE projects at the earliest opportunity to allow for timely construction.

*NOW THEREFORE BE IT RESOLVED*, that the Board selects the following project for development in the GARVEE program, and directs staff to complete the planning, engineering, and consultation work needed to add this project to the Statewide Transportation Improvement Program:

I-84, Franklin to Karcher - \$150 million; and

*BE IT FURTHER RESOLVED*, that the Board authorizes up to \$15 million in formula funding or other funding to allow the beginning of the pre-project planning and design services on the I-84, Franklin to Karcher project and to secure the needed services.

Schweitzer Basin Cutoff Road, Sandpoint. Contracting Services Engineer Monica Crider said the low bid on key #19774, Schweitzer Basin Cutoff Road, Sandpoint, District 1, was more than ten percent over the engineer's estimate, requiring justification. The major difference between the engineer's estimate and low bid were in the Concrete Class 40-A Schedule Number 1 and 40 AF Schedule Number 2, Prestressed American Association of State Highway and Transportation Officials Girder Type 4, Furnish and Driving Pile – 16" Diameter Steel Shell Pile, and Mobilization items. Concrete and steel prices are rising, which presumably led to the higher bids. There are no discrepancies showing the bid is irregular. The Local Highway Technical Assistance Council and project sponsor, the City of Sandpoint, recommend awarding the project and will provide the additional funding.

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

RES. NO. WHEREAS, the bid opening for the Schweitzer Basin Cutoff Road, Sandpoint,  
ITB17-10 Bonner County project, key #19774, was opened on April 11, 2017 for 2017  
construction, and

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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 item was added to the agenda later; and

WHEREAS, the Local Highway Technical Assistance Council (LHTAC) has provided justification for the bid and LHTAC and the City of Sandpoint have the necessary funding 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 Schweitzer Basin Cutoff Road, Sandpoint, project at 19% over the engineer's estimate to the apparent low bidder: West Company Inc. - \$3,737,356.

Bid Justification: I-84, Franklin Road to Franklin Boulevard, Canyon County. District 3 Engineering Manager Jason Brinkman said the low bid on the I-84, Franklin Road (Caldwell) to Franklin Boulevard (Nampa) project, key #19589, was more than ten percent over the engineer's estimate. The main differences between the engineer's estimate and the low bid are in the Superpave Hot Mix Asphalt, Median Crossover Construction, Micromilling, and Mobilization items. Staff does not believe the engineer's estimate adequately accounted for the additional labor and equipment costs, nor the late season bidding and amount of transportation work already under contract. This project was advanced from FY18 to FY17 due to the poor pavement condition, which was accelerated during the severe winter weather. The project is to be completed in four weekends with directional closures of the interstate using median crossovers. The duration and quantities of work require very high production rates over extended periods of time for milling, paving, and associated traffic control in a high volume of traffic. He added that a number of efficiencies were identified during the design phase, and the engineer's estimate is considerably lower than the original construction estimate.

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

RES. NO.        WHEREAS, the bids for I-84, Franklin Road (Caldwell) to Franklin Boulevard  
ITB17-11        (Nampa), Canyon County, key #19589, were opened on April 18, 2017 for  
                      spring/summer 2017 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 item was added to the agenda later; and

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WHEREAS, the District 3 Engineer has provided justification for the bid and the project has the necessary funding 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 in the best interest of the public to proceed with award of I-84, Franklin Road (Caldwell) to Franklin Boulevard (Nampa), Canyon County, at 121% of the engineer's estimate to the apparent low bidder: Staker & Parson Companies dba Idaho Materials Construction - \$9,488,765.

Policy Introduction. Communication Manager Vincent Trimboli presented revisions to Administrative Policy 5534 Identification of ITD Property and Publications, formerly A-06-01. The intent is to provide consistency with branding the Department's publications and presentations. It sets standards, using the mission: Your Safety, Your Mobility, Your Economic Opportunity. There is no corresponding Board Policy.

Member Kempton made a motion to accept revisions to Administrative Policy 5534 Identification of ITD Property and Publications. Member Vassar seconded the motion and it passed unopposed.

Executive Session on Legal Issues. Member DeLorenzo made a motion to meet in executive session at 12:15 PM to discuss legal issues as authorized in Idaho Code Section 74-206 (f). Member Vassar seconded the motion and it passed 5-0 by individual roll call vote.

The legal matters discussed related to access issues and operations.

The Board came out of executive session at 1:22 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 1:22 PM.

signed

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JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved  
May 18, 2017  
Pocatello, Idaho

April 21, 2017