

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

June 20-22, 2017

The Idaho Transportation Board met at 2:30 PM on Tuesday, June 20, 2017 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
Scott Stokes, Chief Deputy
Larry Allen, Deputy Attorney General
Sue S. Higgins, Executive Assistant and Secretary to the Board

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 FY18 and FY19.

Manager, Financial Planning and Analysis (MFP&A) Joel Drake presented the draft FY19 budget request of \$729.6 million and 1,648 full-time positions. Federal funds are estimated at \$363.3 million and dedicated state funds at \$343.6 million. Some of the highlights include \$28.5 million for replacement equipment, over \$460 million for the construction program, \$3.3 million for capital facilities, and \$70.2 million for GARVEE debt service. There are 11 line items totaling \$9.3 million. He also summarized the FY18 supplemental requests.

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

Draft FY18-24 Idaho Transportation Investment Program (ITIP). Senior Transportation Planner Nathan Hesterman presented the draft FY18-24 ITIP; although he noted that the Aeronautics and Public Transportation Programs are five-year programs. Highway funding is estimated at \$490 million annually for the seven-year Program. The Program also includes an additional \$12 million for GARVEE debt service, but it was emphasized that the dollar amount is an estimate for planning purposes. The average annual funding levels for pavement and bridge projects are \$143.2 million and \$87.1 million, respectively. Strategic Initiatives projects are funded at \$46 million annually, and the rest of the funding will go to Planning, Statewide Competitive Programs, Local Programs, GARVEE debt service, and other programs. The public review and comment period on the draft ITIP is planned for July.

WHEREUPON, the workshop ended at 5:00 PM.

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June 21, 2017

The Board met at 8:00 AM on Wednesday, June 21, 2017 in Boise, Idaho. All members were present.

District 3 Tour. The Board traveled I-84 west to Nampa. It toured the Amalgamated Sugar Factory before continuing west on I-84 and north on US-95. In Council, it viewed the alternate route. Construction is nearing completion on that project. The Board returned to Boise via US-95 south, I-84 east, and SH-44 east.

WHEREUPON, the tour ended at 5:00 PM.

June 22, 2017

The Board convened at 8:30 AM on Thursday, June 22, 2017 at the District 3 Office in Boise, Idaho. All members were present except Member DeLorenzo.

Revisions to Agenda. District 3 Engineer (DE) Amy Revis said bids opened on the SH-55, Pride Lane to Middleton Road project on June 20. The low bid on the preservation project was more than ten percent over the engineer's estimate. She is concerned with the deteriorating condition of the pavement and resulting safety issues. She requested Board approval to add the item to the agenda.

Member Coleman made a motion to amend the agenda to add the contract award for the SH-55, Pride Lane to Middleton Road project. Vice Chairman Gagner seconded the motion and it passed unopposed.

Board Minutes. Vice Chairman Gagner made a motion to approve the minutes of the regular Board meeting held on May 18-19, 2017 as revised and the minutes of the special Board meeting held on May 31, 2017 as submitted. Member Vassar seconded the motion and it passed unopposed.

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

July 20-21, 2017 – District 6

August 16-17, 2017 – District 1

September 20-21, 2017 – District 4

Member DeLorenzo joined the meeting at this time.

Consent Items. Member Coleman questioned the original scope of the Old Highway 37, The Narrows project and the dollar amount of the consultant contract, which appears high. The original request for proposal was for work through design approval with a new roadway alignment. The scope changed after the tribal consultation disagreed with a new alignment. Member Coleman indicated the initial scope should have been better defined so the project would not have to be re-designed now.

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

RES. NO. ITB17-25 WHEREAS, consent calendar items are to be routine, non-controversial, self-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 CH2M term agreement extension; Old Highway 37, The Narrows, Oneida County – Keller Associates extension; the advance of Ramsey Road Union Pacific Railroad Upgrade from FY18 to FY17; a contract for award; contracts for rejection; the updated state highway functional classification map; and the Public Transportation Advisory Council appointment correction for District 1.

1) CH2M Term Agreement Extension. Staff requests approval to exceed the consultant term agreement limit of \$1,500,000 by approximately \$100,000 for CH2M. The consultant was hired to prepare the environmental documentation for the US-95 Bridge Replacement design-build projects, keys #13948 and #13949, replacing eight bridges. Additional archeological investigation is necessary during construction, and staff would like to retain CH2M for the work.

2) Old Highway 37, The Narrows, Oneida County – Keller Associates Extension. Staff requests approval to exceed the \$1,000,000 limit for consultant work on The Narrows Project, key #9894. Keller Associates was selected to perform engineering design services through design approval. The intent of the project was to realign the roadway out of the narrows area, but the tribal consultation disagreed with that concept. The final improvements will be along the existing roadway and is included in the Environmental Assessment. The Local Highway Technical Assistance Council (LHTAC) would like to retain Keller Associates to provide final design, materials reports, retaining wall design, design of five creek crossings, plans specifications and estimate submittal, and final bidding documents. The current contract is for \$899,808. The additional services are estimated to cost \$300,000.

3) Advance Ramsey Road Union Pacific Railroad Upgrade, Lakes Highway District to FY17. Staff requests approval to advance the Ramsey Road Union Pacific Railroad Upgrade, key #18755, from FY18 to FY17 in the Local Highway Safety Program and to adjust the Statewide Transportation Improvement Program. The railroad construction agreement was signed in April 2017, and Lakes Highway District is ready to advance this safety work. The \$353,000 needed to cover the project in FY17 are available through several project closeouts. The Kootenai Metropolitan Planning Organization's Transportation Improvement Program has been modified to reflect these changes.

4) Contract for Award. The low bid on key #19727 – US-20, Myrtle, Front and Broadway, Boise, District 3, was more than ten percent over the engineer's estimate, requiring justification. The main differences between the engineer's estimate and the low bid were in the Superpave Hot Mix Asphalt and Removal of Sidewalk/Curb and Gutter, Install Curb and Gutter, Pavement/Special Markings, Inlet Modifications, and Landscape and Brick Repair items. The project is on a high-volume section of urban highway and has a compressed schedule due to the

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time of day restrictions, resulting in low production rates. Overtime, multiple shifts, and standby equipment are expected to be required, but the engineer's estimate did not adequately take that into account. Bids were presumably higher due to the late season bidding and amount of transportation work already under contract. The District does not believe re-bidding the project would result in significant savings, and recommends awarding the project. Low bidder: Sunroc Corporation - \$3,149,707.

5) Contracts for Rejection. The low bid on the following projects was more than ten percent over the engineer's estimate, requiring justification. Concrete unit prices, Removal of Asphalt, Superpave Hot Mix Asphalt, Surveying, and Mobilization accounted for the biggest cost difference in keys #13450 and #19536 – Robinson Park Road, District 2. The contractors have indicated the concrete suppliers are overbooked and the current lead-time for pre-cast girders is about 12 weeks. The tight construction schedule also likely increased the bid prices. LHTAC and the local sponsor, North Latah County Highway District, recommend rejecting the bids and re-advertising the project. Low bidder: Braun-Jensen Inc. – \$1,629,000.

The two pay items with the largest variance compared to the engineer's estimate on key #12308 – North Government Way, Hanley Avenue to Prairie Avenue, District 1 were in the Removal of Obstructions, Removal of Bituminous Surface, Excavation, $\frac{3}{4}$ " Aggregate Type B for Base, Manhole, Sidewalk, Special – Steel Sign Post, and Mobilization items. It appears the tight schedule and concrete suppliers' current work schedule increased the bid prices. LHTAC and the project sponsor, City of Coeur d'Alene, do not believe the lone bid is competitive and recommend rejecting it. Low bidder: T. LaRiviere Equipment & Excavation - \$596,900.

The main differences between the engineer's estimate and low bid on key #20225 – SH-45, Deer Flats to I-84 Microseal, District 3, were in the Special Polymer Modified Asphalt, Special Micro Surfacing Aggregate, Drums, Night Working Light, and Mobilization items. The project is on a high-volume section of urban highway, requiring night work and significant traffic control. Delaying and rebidding the project would avoid unanticipated issues with two HAWK light projects. The HAWK light work may include saw cutting the pavement, so it is preferable to complete those projects before the microseal is placed. Staff recommends rejecting the bid and re-advertising the project. Low bidder: Intermountain Slurry Seal, Inc. - \$966,263.

The Removal of Obstructions, Removal of Bituminous Surface, Excavation, Topsoil, Sign Type C, Special Temporary Signal Modification, Special 2" Conduit, Traffic Signal Installation, Special Landscape Repair, and Mobilization were the items of significant difference between the engineer's estimate and low bid on key #19814 – I-84, Karcher Interchange, Nampa, District 3. Staff recommends rejecting the bids and re-advertising the project. Low bidder: Knife River Corporation – NW - \$3,456,379.

6) Annual Idaho State Highway Functional Classification Map. Staff requests approval of the annual update to the highway functional classification map, as shown as Exhibit #481, which is made a part hereof with like effect. There were no changes to the map since the Federal Highway Administration (FHWA) approved it in October 2016.

7) Public Transportation Advisory Council (PTAC) Appointment Correction, District 1. After the May Board meeting, staff discovered a discrepancy with the PTAC term for District 1.

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The appointment should have been to complete the current term of George Eskridge, which expires in 2018. Staff requests correction to the District 1 PTAC term: to appoint David Sims for the remaining one-year term for the recently vacated District 1 PTAC position, and to reappoint Mr. Sims to a three-year term from July 1, 2018 to June 30, 2021.

Informational Items. 1) State FY17 Financial Statements. Revenues to the State Highway Account from all state sources were 3.8% ahead of projections as of April 30. Of that total, receipts from the Highway Distribution Account were 2.6% or \$4.2 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 4.8% or \$103,000. Operational expenditures were ahead of planned budgets by \$100,000. Usage and orders of winter material were ahead of planned amounts by about \$7.6 million. Personnel costs had a savings of \$14.4 million or 13.6% due to vacancies and timing between a position becoming vacant and being filled. Contract construction payments of \$199 million to date were the lowest of the past three years. The trend is contributing to the increased cash and investment balance. It is also contributing to a lower recovery from the Federal Indirect Cost Allocation Plan with FHWA. ITD is \$9.3 million short on this recovery.

The balance of the long term investments was \$161.7 million at the end of April. These funds are obligated against construction projects and encumbrances. The combined total of cash and investments is \$255 million. FY17 expenditures in the Strategic Initiatives Program Fund were \$38.7 million to date.

2) Monthly Reporting of Federal Formula Program Funding through May. Idaho received obligation authority through September 30 via a continuing resolution. Obligation authority is \$273.2 million. This corresponds to \$271.8 million with match after a reduction for prorated indirect costs. Apportionments through May 31 are \$295.1 million, which includes Redistribution of Certain Authorized Funds. This is \$1.5 million less than in the FY17 Fixing America's Surface Transportation Act apportionment tables. Program allotments have been reduced accordingly. Currently, obligation authority is 92.6% of apportionments. Of the \$271.8 million allotted, \$15.7 million remains.

3) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section processed one professional service agreement for \$99,210 in the previous month.

4) Contract Awards and Advertisements. Key #18848 – SH-8, Latah County Paving, District 2. Low bidder: Poe Asphalt Paving - \$3,555,356.

Key #19289 – I-84, Five Mile to Orchard Road and Ramps, District 3. Low bidder: Penhall Company - \$1,870,512.

The list of projects currently being advertised was provided.

5) Professional Services Agreements and Term Agreement Work Tasks Report. From April 28 through May 31, 52 new professional services agreements and work tasks were processed, totaling \$7,573,240. One supplemental agreement to an existing professional services agreement was processed during this period in the amount of \$38,800.

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6) Innovative Project Contracting Update. No new projects were submitted for either the design-build (DB) or construction manager/general contractor (CMGC) alternative contracting delivery method this year. ITD is currently working on several alternative contracting delivery method projects.

Development activities involving staff, the designer, and CMGC contractor are underway on the District 3 SH-45, Snake River Bridge, Walter's Ferry project. Final design on the \$4.9 million project is expected by September 2017.

The District 3 US-95, Milepost 122-139 Bridge Replacements and Weiser River and Mud Creek Bridge project is under construction. The budget for this DB project is \$8.2 million.

The SH-3, St. Joe River and St. Maries Railroad Bridges project in District 1 was advanced to FY16. The procurement has been completed, the DB firm has been selected, and staff is currently processing the award of the \$17.3 million project.

Work is continuing on the two DB bridge replacement projects in Districts 1 and 2 and in Districts 4, 5, and 6. The budget for the FY17 Districts 1 and 2 project is \$8 million and for the FY17 and FY18 Districts 4, 5, and 6 project is \$25 million.

7) Additional GARVEE Information. In response to last month's discussion and questions on potential GARVEE projects, staff provided additional information. The \$90 million estimate for the SH-16 corridor from US-20/26 to Ustick Road includes \$18.9 million in right-of-way acquisitions, \$3.1 million in preliminary engineering, and \$67.8 million in construction costs. The amount does not include an interchange at Ustick Road. This option continues work in the corridor heading from north to south; however, there are other options that would start at I-84 and work northward.

Regarding crash data on US-20 north of St. Anthony, it does not appear that the crash rate increased in the segment that transitions from a four-lane divided highway to a two-lane undivided highway.

Also related to crash data, the crash rate per 100 million vehicle miles traveled is the preferred metric. Comparing crash rates between corridors of different types is not effective because typically more controlled facilities like interstates will have lower crash rates even though they have higher volumes of traffic. From a safety perspective, locations that have fatal and serious injury crashes in the last five years and crash rates above the statewide average for the same type of facility should be considered higher priorities.

Director's Report. Director Ness thanked District 3 for its hospitality during his annual visit with employees earlier in the week and for the Board meeting. Staff presented information on workforce planning, salary savings, the horizontal career paths, and the GARVEE Program at the interim Joint Finance and Appropriations Committee meeting last week. District 3 Engineering Manager Amy Schroeder has been selected as the GARVEE Program Manager. The Division of Aeronautics hosted another successful ACE (Aviation Career and Education) Academy earlier this month. The Academy had a special STEM (Science, Technology, Engineering, and Math) focus for teachers.

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Director Ness congratulated the Communication Office for receiving numerous Press Club awards last month. He recognized Colonel Ralph Powell who will be retiring from Idaho State Police (ISP) this month. Chief Deputy Stokes added his appreciation to Colonel Powell for establishing an excellent working relationship with ITD. Director Ness also recognized Motor Vehicles Administrator Alan Frew, who will be retiring at the end of this month after 32 years of service, and Member DeLorenzo for being named one of Idaho's Women of the Year for 2017 by Idaho Business Review.

Chief Deputy Stokes announced Emergency Program Supervisor Mel Coulter's retirement and thanked Mr. Coulter for his service.

Chief Operations Officer (COO) Travis McGrath said he is planning to establish a new office to oversee project delivery. The office would provide assistance with things like scope, cost, resources, funding, and contracting.

Chief Administrative Officer Char McArthur said a department-wide salt contract was recently issued. Last year there were six different contracts issued. Staff continues to monitor interest rates for opportunities to refinance GARVEE debt bonds to save money. She also invited the Board to attend the Leadership Summit on October 25.

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

Chairman Whitehead thanked the team for the informative report.

Draft FY18-24 ITIP. MFP&A Drake summarized Tuesday's workshop discussion on the draft ITIP. The next step would be to proceed with a 30-day public comment period. Final review and approval of the ITIP is planned at the September meeting.

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

RES. NO. ITB17-26 WHEREAS, it is in the public's interest for the Idaho Transportation Department to publish and accomplish a current, realistic, and fiscally constrained seven-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 FY 2018 - 2024 ITIP; and

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

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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 FY 2018 - 2024 ITIP, June Board Meeting.

Division of Motor Vehicles' (DMV) Outages at the County Offices. DMV Operations Manager (OM) Bonnie Fogdall said the Department has been experiencing computer outages that affect county drivers' licensing and vehicle registration offices. While working on the issue with the vendor, Gemalto, ITD has been in close communication with the counties.

Chief Information Officer (CIO) Chris Victory emphasized that the outages are not related to the DMV Modernization project. The problem appears to be with the mainframe connection to the MIDS central issuance system. There were 26 outages from January to June of this year with 7 different causes. ITD and Gemalto will continue to identify the root cause of the performance degradation, maintain system stability, and release change freeze and control prioritized changes.

OM Fogdall expressed appreciation for the counties' patience and understanding. She added that although all of the counties have been impacted, the larger counties have been impacted more because of the volume of transactions that they process.

Chairman Whitehead thanked OM Fogdall and CIO Victory for the update.

129,000 Pound Truck Route Request – US-95, District 2. Chief Engineer (CE) Kimbol Allen said ITD received a request to designate US-95 from Lewiston to the District 1 boundary, milepost 311.92 to 371.69, as a 129,000 pound truck route. DMV confirmed that this stretch of US-95 is classified as a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the 16 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is generally in good to poor condition with some sections rated as very poor and deficient. Sealcoats or preservation projects are scheduled on the deficient sections of highway before FY21. There are no major safety concerns on the route.

Three public hearings were held in District 2 in Lewiston, Deary, and Kamiah on four route requests. The Department received comments on all four routes. Overall, the general nature of the comments on the US-95 request was in opposition to the 129,000 pound limit.

CE Allen said the Subcommittee on 129,000 Pound Truck Routes met on May 25. It approved a motion concurring with the Chief Engineer's analyses and recommendation to approve the US-95 District 2 route request, and recommending Board approval of the route. The Subcommittee held the other three route requests for additional information. He added that last

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month the Board approved US-95 from the District 1 and 2 border north to the Canadian border as a 129,000 pound truck route.

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

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB17-27 Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 2: US-95, Milepost (MP) 311.92 to 371.69; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and 54 total comments were received with nine affecting the requested route; five opposed to 129,000 pound trucking in general, one recommending and supporting 129,000 pound trucking on US-95 from Lewiston to the Canadian border and one opposing the specific route; and

WHEREAS, the Chief Engineer's representative presented the Chief Engineer's analysis to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on May 25, 2017 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analysis and public comments, it passed a motion to recommend approval of the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of June 22, 2017.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analysis and recommendation on the US-95 route, MP 311.92 to 371.69 and the recommendation of approval from the Board Subcommittee; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 2.

Member Kempton elaborated on the US-12 route request, which the Subcommittee held for more information. There are safety concerns along the route, particularly due to narrow

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shoulders and the lack of shoulders. An ISP officer concurred with the safety concerns due to the limited shoulders. The Subcommittee requested additional information, including potential mitigation actions, on the safety concerns. Using automated enforcement such as cameras to monitor speeds, was suggested. Member Horsch added that it is a difficult route to consider for 129,000 pound commercial vehicles; however, the 129,000 pound vehicle configurations have to follow the same off-track requirements as 105,500 pound vehicles, and as a rule, the 129,000 pound vehicles are safer because of the additional axles and braking requirements.

The Board thanked CE Allen for the presentation.

Adopt-A-Highway Presentation (AAH). Member DeLorenzo thanked the Emmett Lions' Club for participating in the AAH Program. The group joined the Program in 1991. It picks up litter along SH-16, MP 112.5 to 114, and SH-52, MP 29.5 to 30.5.

District 3 Report. DE3 Revis highlighted some of the District's activities, including the Broadway Bridge construction project, which was completed in nine months. She commended staff's winter maintenance efforts, including the avalanche team that provided support statewide. The performance metric of percent of time highways were clear of snow and ice during winter was 75%, which was slightly above the goal. DE3 Revis acknowledged the need to improve project delivery efforts. The District met the performance metrics for the final construction cost as a percent of contract award and construction cost at award as a percent of budget.

The Board thanked DE3 Revis for the report and for her leadership.

Enterprise Risk Management. COO McGrath summarized the Enterprise Risk Management (ERM) program that is being implemented. ERM is a department-wide process that identifies, assesses, and addresses potential risks. Both the likelihood of the risk and the impact it would have are considered. The Senior Leadership Team has started working on the program, including the identification of types of risk such as financial, safety, and disruption to the system. Meetings are underway with all of the Districts and Headquarters Offices to help identify risks. The Senior Leadership Team will refine the list and the Board will be involved in establishing the risk tolerance.

Chairman Whitehead thanked COO McGrath for the informative presentation.

Executive Session on Personnel and Legal Issues. Vice Chairman Gagner made a motion to meet in executive session at 11:25 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206 (a), (b), (d), and (f). Member Horsch seconded the motion and it passed 6-0 by individual roll call vote.

The personnel matters related to the evaluation of employees and the hiring of an employee. The legal matters discussed related to operations.

The Board came out of executive session at 1:35 PM.

Siphon Road Interchange Agreement. DE5 Ed Bala said work has been continuing on the draft agreement for the public private partnership to construct an I-15 interchange at Siphon

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Road. The partnership consists of Millennial Development, City of Chubbuck, City of Pocatello, Bannock County, Pocatello Development Authority, and ITD. In general, the terms of the agreement consist of ITD constructing the interchange portion of the project and the other partners constructing connecting road infrastructure. ITD's commitment is \$5 million.

Member Coleman made a motion to include language in the agreement that the developer is responsible for the first \$3.4 million to fund the construction of the I-15, Siphon Road Interchange, and ITD will then commit \$5 million for the estimated \$8.4 million project; however, it will be the Board's discretion as to how to proceed if the low bid is more than \$8.4 million. Member Vassar seconded the motion.

Member Coleman added that the Board supports the project and would like it to become a reality; however, it needs to be fiscally responsible to the citizens of the state.

Vice Chairman Gagner expressed support for the project and commended the public-private partnership. Member DeLorenzo concurred and noted that this project could be a model for future public-private partnerships in the state. She also thanked DE5 Bala for his efforts and leadership on this project. Member Horsch thanked the Board for its support, Chairman Whitehead for his leadership, and DE5 Bala for all of his work on this important project.

The motion passed unopposed.

Bannock County Commissioner Evan Frasure thanked the Board for its action and DE5 Bala for his assistance. He added that the local entities are ready to proceed with the project.

Annual Update of Safety Rest Areas and Oasis Partnerships. Steve Spoor, Maintenance Services Manager, presented the updated Safety Rest Areas and Oasis Partnerships map. The chart was updated to reflect the current Average Daily Traffic count data. It also identifies which facilities meet current requirements and which need rehabilitation, expansion, or reconstruction. He reported that District 5 is interested in pursuing an Oasis Public/Private Partnership on I-15 at Exit 113. If this partnership is successful, the District would recommend closing the North Blackfoot Rest Areas, both northbound and southbound.

In response to Vice Chairman Gagner's question, DE5 Bala replied that if an Oasis partnership is successful, the rest area buildings would presumably be demolished, but the accesses would remain open and truck parking would be available at the sites.

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

RES. NO. WHEREAS, Safety Rest Areas are an integral part of the transportation system; and
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WHEREAS, the Idaho Transportation Department is committed to providing safe, secure, and sanitary rest area facilities at strategic locations on the state highway system; and

WHEREAS, the truck stops at I-15 Exit 113 provide potential for an Oasis partnership that would increase services available to motorists and save ITD maintenance costs.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the revisions to the Idaho Transportation Department Safety Rest Areas and Oasis Partnership Program chart and map updating the current status of all facilities and identifying future public/private partnerships, as shown as Exhibit #482, which is made a part hereof with like effect; and

BE IT FURTHER RESOLVED, that the Board directs District 5 to pursue negotiations for an Oasis partnership with the truck stops at I-15 Exit 113 and evaluate closing the North Blackfoot rest areas.

Member Horsch believes there is potential for a successful Oasis partnership at the I-15 Exit 113 location. He expressed concern that due to competition, some locations are not as suitable for Oasis facilities and the Department should be cognizant of potential conflicts.

Big Creek 4 Airstrips. Valley County Commissioner Gordon Cruickshank thanked the Board for its time. He acknowledged the contentious issue with access to the Dewey Moore, Simonds, Mile Hi, and Vines airstrips in the Frank Church Wilderness. He emphasized the economic importance of the airstrips and detrimental effects if they are closed.

Chairman Whitehead thanked Commissioner Cruickshank for his comments.

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

RES. NO. ITB17-29 WHEREAS, the Central Idaho Wilderness Act of 1980 (1980 Act), as well as the commitments, compromises, and values underlying its enactment, recognized the importance of maintaining the airstrips existing at the time of enactment to provide necessary access for public use and enjoyment, and for administration and management of the fish and wildlife, and other resources within the wilderness; and

WHEREAS, the 1980 Act specifically recognized the importance of airstrips as a means of providing such access, and directed that the federal government: “shall not permanently close or render unserviceable any aircraft landing strip in regular use on national forest lands on the date of enactment of this Act for reasons other than extreme danger to aircraft, and in any case not without the express written concurrence of the agency of the State of Idaho charged with evaluating the safety of backcountry airstrips;” and

WHEREAS, on several occasions since 1980, the U.S. Forest Service has acted to close or to render unserviceable certain airstrips within the scope of this provision, without recognizing the state’s role or otherwise proceeding based on incorrect information; and

WHEREAS, the U.S. Forest Service has sought to identify Dewey Moore, Mile Hi, Simonds and Vines airstrips as “emergency use” – ostensibly not for closure to non-emergency use, but to limit their use by pilots without suitable experience, skill, or equipment; but this identification has created confusion as to these airstrips’ status; and

WHEREAS, the U.S. Forest Service’s “emergency use” identification apparently has been used, both to call for prosecution of pilots with suitable equipment, skill and experience using the airstrips for the access purposes for which they were intended, and to argue against the performance of maintenance to keep the airstrips serviceable; and

WHEREAS, while these and other backcountry airstrips may pose unique challenges for pilots, the Federal Aviation Administration and Idaho Division of Aeronautics have used designations or warnings for other wilderness and backcountry airstrips other than “emergency use” to give pilots such advice; and

WHEREAS, continued availability of these strips for use by fixed-wing and rotary-wing aircraft for public and state and local government use is required by the express terms and underlying compromises and commitments of the 1980 Act; and

WHEREAS, the Idaho Transportation Board’s primary concern is to ensure safety by advising pilots of the unique challenges and skills necessary for using airstrips within the Frank Church Wilderness Area.

NOW THEREFORE BE IT RESOLVED, the Idaho Transportation Board does not concur with the closure of the airstrips, known as Dewey Moore, Mile Hi, Simonds, and Vines, on national forest system lands in the Frank Church Wilderness, and expressly finds that they should remain open to aircraft, both fixed wing and rotary wing; and

BE IT FURTHER RESOLVED, the Idaho Transportation Board opposes the closure or rendering unserviceable any airstrips within the wilderness within the scope of Section 7 of the Central Idaho Wilderness Act of 1980 (part of which is copied above); and

BE IT FURTHER RESOLVED, the Idaho Transportation Board directs the Idaho Transportation Department to work with the U.S. Forest Service, the Idaho Department of Fish and Game, the Idaho Department of Lands, county government, and private aviation users. The parties shall discuss ways to ensure maintenance of all airstrips within the Frank Church Wilderness so they are not rendered unserviceable; and

BE IT FURTHER RESOLVED, the Idaho Transportation Board directs the Idaho Transportation Department to work with the Federal Aviation Administration and the U.S. Forest Service to determine an appropriate portrayal of these open

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airstrips on maps and navigational charts to advise pilots of the unique challenges and skills necessary for using airstrips within the Frank Church Wilderness Area.

FY18-21 Strategic Plan for Submission to the Division of Financial Management (DFM). Senior Transportation Planner Brian Shea presented the FY18-21 Strategic Plan, which is required to be submitted to DFM by July 1. He noted that several of the performance measures may be updated if new data for May is received before June 30.

Member Vassar commended STP Shea on the document.

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

RES. NO. WHEREAS, Idaho Code 67-1901—67-1904 requires all state agencies to
ITB17-30 annually submit a Strategic Plan covering a minimum of four years forward to the Division of Financial Management (DFM) by July 1st; and

WHEREAS, staff has prepared the Strategic Plan in the format and structure containing the required elements of Vision and/or Mission Statement, Goals, Objectives, External Factors and Performance Measures and Benchmarks; and

WHEREAS, Executive Order 2017-02 was recently issued that directed all agencies to adopt the National Institute of Standards and Technology's (NIST) Cyber Security Framework as standard policy and to implement the first five Critical Security Controls specified by the Center for Internet Security (CIS); and

WHEREAS, the order specified that a progress report for implementing the CIS controls and NIST framework must be included in each agency's annual Strategic Plan to DFM; and

WHEREAS, ITD's progress report is included in this Strategic Plan.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the recommendation of staff and approves ITD's Strategic Plan for Fiscal Years 2018-2021 for submission to the Division of Financial Management prior to July 1, 2017.

Chairman Whitehead thanked STP Shea for the presentation.

Toward Zero Deaths Award. Highway Safety Manager (HSM) John Tomlinson commended Valley County and ISP for their efforts on highway safety. This is the second year in a row that Valley County reported zero highway fatalities.

Learfield Sports Partnership. HSM Tomlinson said ITD established a partnership with Learfield Sports last year for highway safety campaigns during football and basketball games at Boise State University, the University of Idaho, and Idaho State University. Brent Moore, Bronco Sports Properties, elaborated on the successful partnership that resulted in over 400,000 impressions. The partnership has been extended for the 2017-18 football and basketball seasons.

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Highway Safety Plan. HSM Tomlinson presented the FY18 Highway Safety Plan. The document, required by the National Highway Traffic Safety Administration, was developed to reduce traffic crashes, deaths, and injuries. He expressed appreciation for ITD's valuable partnerships, especially with ISP and law enforcement agencies.

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

RES. NO. WHEREAS, Idaho experienced 24,018 reportable traffic crashes, 216 traffic
ITB17-31 deaths, and 13,207 people injured in 2015; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2015 was nearly \$3.8 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 \$3.8 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 2018 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 FY18, which is on file in the Office of Highway Safety.

Chairman Whitehead thanked HSM Tomlinson for the highway safety reports.

Bid Justification: SH-55, Pride Lane to Middleton Road, Canyon County. DE Revis said the low bid on SH-55, Pride Lane to Middleton Road, key #19414, was more than ten percent over the engineer's estimate, requiring justification. The main differences between the engineer's estimate and low bid were in the Excavation, 3/4" Aggregate Type B for Base, and Special Crack Filling items. The higher bids were due in part to overtime for labor and low subcontractor availability. The project is on a high-volume road. Potholes and other deterioration accelerated last winter and resurfacing the pavement is a priority before the roadway deteriorates further.

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

RES. NO. WHEREAS, the bids for SH-55, Pride Lane to Middleton Road, Canyon County,
ITB17-32 key #19414, were opened on June 20, 2017 for spring/summer 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 District 3 Engineer has provided justification for the bid and the project has the necessary funding and staff 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 SH-55, Pride Lane to Middleton Road, Canyon County, at 116% of the engineer's estimate to the apparent low bidder: Staker & Parson Companies dba Idaho Materials Construction, in the amount of \$8,542,483.

Proposed Legislative Ideas. Ramon Hobdey-Sanchez, Governmental Affairs Program Specialist (GAPS), presented one legislative idea for the 2018 session: the allowance of electronic credentials for commercial motor vehicle permits. Currently, overlegal permits must be in writing and carried in the vehicle so law enforcement or an authorized agent can review them upon request. The proposed legislation would allow the permit in electronic form. This efficiency would reduce the costs of producing hard copies. It is hard to estimate how much money could be saved, but it could be \$10,000 annually. The electronic option would also reduce staff's time to reprint and mail lost or damaged overlegal permits. The applicant would still have the option of receiving a hard copy.

GAPS Hobdey-Sanchez said legislative ideas are due to DFM by July 14. If it approves proceeding with the idea, draft legislation will be presented to the Board at the August meeting. He added that the Department submitted four rule changes to DFM as a result of 2017 legislation. If DFM concurs with the rule revisions, they will be presented to the Board for approval. Staff is also monitoring two legislative interim committees that were established in 2017 regarding hearing officers and commercial motor vehicle registrations.

Chairman Whitehead thanked GAPS Hobdey-Sanchez for the report.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 2:30 PM.

signed

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
July 21, 2017
Rigby, Idaho

June 22, 2017