

DISTRICT ONE TOUR AND REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD

August 16-17, 2017

The Idaho Transportation Board met at 7:30 AM on Wednesday, August 16, 2017 in Coeur d'Alene, 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, Deputy Attorney General  
Sue S. Higgins, Executive Assistant and Secretary to the Board

District 1 Tour. The Board traveled I-90 west, SH-41 north, and US-2 east. District 1 Engineer (DE) Damon Allen reported on the extensive growth in the area, particularly along the SH-41 corridor, and the projects planned to address the increasing traffic. The Board visited Litehouse Foods and Quest Aircraft in Sandpoint.

During lunch in Sagle, the Board visited with various local officials. The majority expressed appreciation for the excellent relationship with ITD and for the improvements made to the transportation system in the area. There was also a request for improvements to SH-200.

While the Board returned to Coeur d'Alene via US-95 south, DE Allen summarized the unfunded projects in the Garwood to Sagle GARVEE corridor.

WHEREUPON, the tour ended at 3:10 PM.

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The Board convened at 8:00 AM on Thursday, August 17, 2017 at the District 1 Office in Coeur d'Alene, Idaho. All members were present.

Board Minutes. Vice Chairman Gagner made a motion to approve the minutes of the regular Board meeting held on July 20-21, 2017 as corrected. Member Vassar seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:  
September 20-21, 2017 – District 4  
October 12, 2017 – Boise  
November 16, 2017 – Boise

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

RES. NO. ITB17-37 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 FY17 account write-off; the FY17 local public agencies' end of year plan and prioritized list for redistributed obligation authority; the addition of multi-state award, State, Pacific Region Interagency Auditing/Enforcement Activities project; the addition of projects on the Local Roads System for Permanent Repair in FY18; contracts for award; a contract for rejection; and the Trucking Advisory Council membership appointment for District 5.

1) FY17 Account Write Off. ITD policy requires all uncollectible accounts exceeding \$1,000 be reviewed and approved for write off by the Board. The Director or a designee reviews and approves for write off all accounts less than \$1,000. For FY17, staff requests Board approval to write off 34 accounts totaling \$124,199.57, as shown as Exhibit #484, which is made a part hereof with like effect. Fifty-six accounts in amounts less than \$1,000 have been determined as uncollectible, totaling \$14,153.73. The outstanding receivables are more than four years delinquent. Customers are not allowed to do business with the Department until their deficiencies are paid or the statute of limitations is reached.

2) FY17 Local Public Agencies End-of-Year Plan and Prioritized Project List for Redistributed Obligation Authority. Idaho received 92.57% of annual obligation authority. Local public agencies have \$2,267,000 federal funds available with match, including from bid savings, prior year released funds, and unused scheduled funds that are available to cover cost increases or to advance projects. Staff requests approval of the local public agencies' end of year plan and prioritized project list of advances and cost increases for use of potential redistributed obligation authority, as shown as Exhibit #485, which is made a part hereof with like effect.

3) Add Multi-State Award, State, Pacific Region Interagency Auditing/Enforcement Activities Project. The Federal Highway Administration (FHWA) awarded funds to the State Tax Commission. The Pacific Region, of which Idaho is a member, was awarded \$200,000. Idaho's share of the award is \$22,500. The award is part of an agreement to enhance compliance with and collection of highway use taxes. The objective is to increase the amount of tax revenue available for highway programs by using Highway Trust Fund tax receipts, administered by FHWA, for intergovernmental highway use tax compliance efforts with emphasis on motor fuel taxes. Staff requests the addition of the State, Pacific Region Interagency Auditing/Enforcement Activities for Motor Fuel Tax Compliance project for \$22,500 to the FY17-21 Idaho Transportation Investment Program (ITIP). There is no funding impact to ITD.

4) Add Seven Projects on the Local Roads System for Permanent Repair in FY18. This past spring, numerous areas in northern Idaho experienced extremely wet weather, causing extensive flooding. The saturated ground conditions resulted in various slope locations to fail,

causing material impact or damage to roads. Staff requests approval to add the following projects to FY18 of the ITIP: Eastriver Road Milepost 10 - \$450,000; Eastriver Road Milepost 11 - \$746,000; Eastriver Road Milepost 11.2 - \$514,000; Central Ridge Road Milepost 15.3 - \$294,871; Central Ridge Road Milepost 16.7 - \$1,581,966; Central Ridge Road Milepost 17.4 - \$1,343,265; and Glenwood Road Milepost 100.8 - \$211,200. All of the projects qualify for Permanent Repair and are included in FHWA Disaster #ID2017-01.

5) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. The major differences between the engineer's estimate and low bid on key #19345 – I-84 and SH-21 Bridge Repairs were in the Epoxy Overlay, Temporary Traffic Control Signs, Concrete Bridge Deck Removal Class A, Cold Milling, and Type 2 Bridge Rail Retrofit items. The engineer's estimate apparently did not account for the divided nature of the project. The District has not identified errors or omissions that would warrant revisions to the proposal. It does not believe re-advertising the project would result in significant savings, so it recommends awarding the project. Low bidder: Cannon Builders Inc. - \$2,671,502.

The Traffic Signal Installation bid was significantly higher than the engineer's estimate on key #19396 - 12<sup>th</sup> Avenue South; Sherman and Dewey Beacons project, District 3. The increased price is likely a reflection of the current high demand for all types of contractors in the Treasure Valley. The bid does not contain discrepancies showing it as irregular. Rebidding the project is not recommended based on the initial low response to the project. The City of Nampa and Local Highway Technical Assistance Council (LHTAC) recommend awarding the project. Low bidder: Quality Electric Inc. - \$491,632.

6) Contract for Rejection. The low bid on key #13479 – FY17 Capital Maintenance Ada County Highway District, District 3, was more than ten percent over the engineer's estimate. The most significant differences between the low bid and engineer's estimate are in the Removal of Concrete Sidewalk, Survey, Cold Milling, Special Manhole Collar, Special Repair of Areas Perforated by Milling Operation, and High Strength Paving Reinforcement Geosynthetic items. Ada County Highway District recommends rejecting the bids based on the higher than expected unit costs for numerous items and inadequate funding for the low bid. It will modify the project to bid at a later date. Low bidder: Sunroc Corporation - \$5,846,071.

7) Trucking Advisory Council (TAC) Membership Appointment. Staff recommends appointing Dave McNabb to the TAC as the District 5 representative for a term of January 2017 to December 31, 2019.

Informational Items. 1) Monthly Reporting of Federal Formula Program Funding through July. 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 June 30 were \$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, \$15.6 million remains.

2) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section processed one professional service agreement for \$90,000 in the previous month.

3) Return Check Report for FY17. During FY17, \$39,940,762 in checks were received, while 59 checks, or .47%, totaling \$185,837 were returned. Collection of returned checks equaled \$170,765 for an annual collection rate of 91.89%.

4) Summary of FY17 Budget vs. Actual Out-of-State Travel. FY17 out-of-state travel expenditures totaled \$302,353. The budgeted amount was \$368,280. In comparison, \$286,633 was spent on out-of-state travel in FY16 while \$365,322 was budgeted. In FY17, \$1,420,648 was expended on in-state travel, compared to \$1,269,534 in FY16.

5) Contract Awards and Advertisements. Key #20311 – I-90, Sherman Avenue to Blue Creek Bay Bridge, District 1. Low bidder: Poe Asphalt Paving Inc. - \$3,272,204.

Key #19829 – US-95, FY18 District 1 Sealcoats. Low bidder: Intermountain Slurry Seal, Inc. - \$1,390,248.

Key #13375 – SH-58, SH-54, and SH-3, FY18 District 1 SH-58, SH-54, SH-3 Sealcoats. Low bidder: Intermountain Slurry Seal, Inc. - \$1,826,058.

Key #18717 – Cherry Lane; North Linder to North Meridian Road – District 3. Low bidder: Quality Electric Inc. - \$340,450.

Key #19190 – US-95, Payette North City Limits to Weiser River Bridge, District 3. Low bidder: Western Construction Inc. - \$6,094,020.

Keys #19154 and #13940 – SH-72, Langley Gulch Bridge, Payette County, District 3. Low bidder: Knife River Corporation – NW - \$926,170.

Key #19321 - I-84, Valley Road to Milepost 191 (eastbound lane), District 4. Low bidder: Knife River Corporation – NW - \$12,605,605.

Key #19432 – St. Joe River Road, District 1. Low bidder: Apply-A-Line Inc. - \$450,000.

Key #13119 – Benton Street Bridge, Pocatello, District 5. Low bidder: Cannon Builders Inc. - \$1,962,591.

The list of projects currently being advertised was provided.

6) Professional Services Agreements and Term Agreement Work Tasks Report. From June 29 through July 27, 47 new professional services agreements and work tasks were processed, totaling \$9,476,136. Five supplemental agreements to existing professional services agreements were processed during this period in the amount of \$198,390.

7) Performance Measurement Report for Division of Financial Management (DFM). Idaho Code requires each state agency to submit an annual Performance Measurement Report to DFM by September 1. The document is to include an overview of the agency, core functions, revenues and expenditures, cases managed and key services provided, and performance measures and benchmarks.

Director's Report. Director Ness thanked District 1 for its hospitality during his annual visit with employees earlier in the week and for the Board meeting. He commended Jack Buell Trucking for assisting with some emergency repairs, and mentioned that the Department received a federal grant to train heavy equipment operators. Some of the other highlights and activities include an innovation to inspect overhead traffic signs that saves money and improves safety; participation at the annual Association of Idaho Cities' conference; and preparation for the August 21 solar eclipse.

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

Chairman Whitehead thanked Director Ness for the report.

Adopt-A-Highway. Member Coleman recognized Keith and Sandy Hawkins for their participation in the Adopt-A-Highway Program. The couple has been picking up litter along Coeur d'Alene Lake Drive for the past 16 years.

Update on the 80 Mile per Hour (MPH) Speed Zones, I-15, I-84, and I-86. Kevin Sablan, Design/Traffic Engineer (D/TE), reported on observations of the 80 MPH speed limit, which was approved on portions of Idaho's southern interstates in 2014. The 85<sup>th</sup> percentile speeds have increased slightly since the speed limit was raised. Prior to the change, the 85<sup>th</sup> percentile speeds were around 79.5 MPH. Now they are around 82.5 MPH. The differential speed between light and heavy vehicles has remained relatively constant. Crashes have increased, but so have vehicle volumes. He added that crashes have increased statewide, not just on the interstate system. The majority of the interstate crashes occurred during poor pavement conditions, such as wet or icy or when slush was present, or involved alcohol impairment. Staff will continue to monitor the crash data, but believes the 80 MPH speed limit is appropriate.

Chairman Whitehead thanked D/TE Sablan for the report.

Impaired Driving – Marijuana. Highway Safety Manager John Tomlinson provided an update on the 100 Deadly Days of Summer. To date, 86 fatalities have occurred since Memorial Day weekend. He said from 2011 to 2015, 41% of all fatalities in Idaho were due to impaired driving. Idaho is surrounded by states with some form of legalized marijuana.

Washington State Patrol Impaired Driving Section Commander Lieutenant Rob Sharpe said the number of drivers with marijuana in their system has been increasing, while alcohol-impaired fatalities have decreased. He talked about the challenges with drug-impaired driving. It is more complicated than drunk driving because there are hundreds of drugs that can cause impairment, there is limited data, drug use is increasing, impairment varies by the type of drug, crash risk varies by the type of drug, and the public perception appears to be that using drugs and driving is acceptable. Some of Washington's strategies to combat impaired driving are education,

advanced roadside impaired driving enforcement, use of drug recognition experts, high visibility enforcement programs, and forensic phlebotomy. Lieutenant Sharpe added that in hindsight, the state should have been proactive with educational campaigns and raising awareness about the concerns of impaired driving when the initiative legalizing recreational marijuana was passed in 2012.

Idaho State Police (ISP) District 1 Captain John Kempf said Idaho is surrounded by states with legalized medical and/or recreational marijuana. Since Oregon and Washington legalized recreational marijuana, ISP has seen a 109% increase in drug recognition expert evaluations that showed impairment from marijuana and a 77% increase in significant seizures of marijuana. District 1 has driving under the influence enforcement teams, which have had a major impact on arrests. All troopers are sent to Advanced Roadside Impaired Driving training.

Chairman Whitehead thanked Lieutenant Sharpe and Captain Kemp for their informative presentation and for their service.

Volunteer of the Year. Member Coleman thanked Skip Priest for his voluntary service picking up trash. Mr. Priest has not adopted any specific sections of highway, but in 2016, he contributed 125 hours of service and picked up 7,052 pounds of litter in the Coeur d'Alene area.

Expansion and Congestion Mitigation Program. Engineering Services Administrator (ESA) Blake Rindlisbacher said the meeting agenda consists of several different funding topics. He emphasized that there is flexibility with these funding sources and they can be mixed. Projects can have different funding sources.

Senior Transportation Planner Ken Kanownik summarized the legislation that established the Expansion and Congestion Mitigation Program. ITD will receive about \$20.3 million in FY18. The Board is to select projects based on a policy that “may include mitigation of traffic times, improvement to traffic flow and mitigation of traffic congestion.” He presented proposed guidelines for a policy, including addressing recurring congestion, which could be based on the level of service; focusing on corridors with average annual daily traffic counts over 15,000; focusing on physical highway improvements to mitigate traffic times, improving traffic flow, and mitigating traffic congestion; and scoring eligible projects with TREDIS.

Vice Chairman Gagner questioned the timing to identify the Expansion and Congestion Mitigation projects, as he believes it may be prudent to consider GARVEE projects first. Member DeLorenzo cautioned that addressing a congested stretch of highway may result in congestion at a different location.

Member Kempton commented that an earlier Task Force identified a \$262 million backlog in highway maintenance. New revenue has been provided for transportation; however, the revenue has been identified for specific purposes, such as expansion and congestion and child pedestrian safety projects. He questioned the ability to track the revenue and the progress being made on the transportation funding shortfall.

The consensus of the Board was to have staff draft a policy on the Expansion and Congestion Mitigation Program based on the proposed guidelines.

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Chairman Whitehead thanked staff for the presentation.

Children Pedestrian Safety Funding Update. ESA Rindlisbacher summarized last month's discussion on the General Fund surplus transfer legislation, which is expected to result in \$27.5 million in FY18 to be split 60%/40% to ITD and local agencies. The Board asked staff to target up to \$2 million for children pedestrian safety projects and to work with LHTAC on the implementation plan.

LHTAC Administrator Jeff Miles said the plan is to jointly solicit projects this fall for projects to be completed by winter 2018. The recommended projects will be presented to the Board and LHTAC Council for approval. Some of the other elements include the Transportation Alternatives Program recommendation committee will be asked to score the applications; the maximum award of a single project is \$250,000; the funds are to be provided as a grant; no match is required; the money cannot be used for salaries, equipment fees, or to reimburse an agency for work; the funds cannot be used for education or outreach; and the funds must be provided to a local agency.

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

RES. NO. WHEREAS, HB334 modified the Strategic Initiative Program Idaho Code §  
ITB17-38 40-719, to include funding projects on the local system; and

WHEREAS, HB334 included a new eligible project category known as Children Pedestrian Safety; and

WHEREAS, the Idaho Transportation Department and Local Highway Technical Assistance Council (LHTAC) staff have developed guidelines for the solicitation and evaluation of 2018 Children Pedestrian Safety projects; and

WHEREAS, the target funding split for Children Pedestrian Safety projects will be 60% to the state highway system and 40% to the local system; and

WHEREAS, the Idaho Transportation Board and LHTAC Council will ultimately approve the funding level and final selection for Children Pedestrian Safety projects.

*NOW THEREFORE BE IT RESOLVED*, that the Board authorizes ITD staff to coordinate with LHTAC staff to jointly solicit and evaluate applications for the 2018 Children Pedestrian Safety projects and to present a list of projects totaling up to \$2 million to the Board for approval.

Chairman Whitehead thanked ESA Rindlisbacher and LHTAC Administrator Miles for their collaboration. He believes they have established a good program.

District 1 Report. District 1 Engineer (DE) Damon Allen said staff delivered 15 FY16 projects by September 30, 2016. Three additional projects were delivered. The 18 projects were valued at \$43.6 million. The District's final construction cost as a percentage of the contract bid

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amount was 135% in FY16, while the goal is between 95% and 105%. The mobility index for this past winter was 81%, which exceeded the goal of 73%. He elaborated on partnerships with the City of Coeur d'Alene and Eastside Highway District, which should result in the state's relinquishment of Coeur d'Alene Lake Drive later this year; Kootenai Health Medical Center to improve the US-95 and Ironwood intersection; the City of Sandpoint on the operational change on 5<sup>th</sup> Avenue; and Syringa to develop 72 miles of new fiber optic along I-90 and US-95. DE Allen also reported on staff's exemplary response to the severe winter, activities to improve employee safety, and innovations.

The Board thanked DE Allen for the report and for his leadership.

Chairman Whitehead welcomed Representative Sage Dixon to the meeting.

Executive Session on Legal Issues. Member Vassar made a motion to meet in executive session at 11:20 AM to discuss legal issues as authorized in Idaho Code Section 74-206 (d) and (f). Member DeLorenzo seconded the motion and it passed 6-0 by individual roll call vote.

The discussions on legal matters related to operations.

The Board came out of executive session at 1:00 PM.

State FY17 Financial Statements. Controller Dave Tolman referenced the earlier discussion on the revenue shortfall for the state's transportation system and the additional funding that has been provided in the past couple of years. The Department tracks the revenue and provides a report on the additional funding in the annual report. The additional revenue reduced the maintenance shortfall to approximately \$158 million.

Controller Tolman provided a summary on the Department's FY17 financial statement. Revenues to the State Highway Account from all state sources exceeded projections by 4.7% or \$15 million. Of that total, receipts from the Highway Distribution Account were ahead of forecast by 3.8% or \$7.3 million. State revenue to the State Aeronautics Fund was 7% or \$177,000 more than the forecast.

Operational expenditures exceeded planned budget amounts by \$9.6 million. This was funded by transfers from the personnel budget. Usage and orders of winter material were ahead of planned amounts by about \$11.7 million. Personnel costs had a savings of \$15.9 million or 13.7%. Contract Construction expenditures of \$249 million were the lowest of the past three years. This contributed to the increased cash and investment balance of \$162.2 million. It also contributed to the lower recovery from the Federal Indirect Cost Allocation Plan with FHWA, which was short \$10.3 million for FY17. Strategic Initiatives Program Fund expenditures totaled \$43.5 million for the year.

Chairman Whitehead thanked Controller Tolman for the report.

August 2017 Revenue Forecast and FY19 Proposed Budget Request. Economist Bob Thompson presented the revised revenue forecast. The projected FY19 revenue from all sources is \$688 million. This is an increase of \$12.3 million from the June workshop.



Financial Manager (FM) Joel Drake highlighted the proposed FY19 budget request. An FY18 supplemental request for spending authority of over \$52 million for the General Fund transfer to the Strategic Initiatives Program Fund, the new Transportation Expansion and Congestion Mitigation Fund, Federal Emergency Relief Funds, and State Emergency Relief Funds will be submitted. Other highlights include an increase of \$1.11 million for a 1% change in employee compensation; a decrease of \$3.15 million from the June budget proposal for health insurance; \$70.2 million for debt service; and \$29.5 million for equipment. The request also includes 13 line items totaling \$41.3 million, including \$11.1 million for ongoing costs. FM Drake also reported that the roof of a District 3 shop has been compromised, presumably due to the heavy snow load on the old structure. There is potential for significant repairs, although the cost has not been determined.

In response to Member DeLorenzo's question on the need to adjust the budget due to the damage to the District 3 shop, FM Drake responded that the intent is to submit the proposed budget without that expenditure. Adjustments to the budget can be proposed when more information on the structure is available.

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

RES. NO.       WHEREAS, the FY19 Idaho Transportation Department budget request will be  
ITB17-39       prepared in accordance with instructions in the Division of Financial  
Management's Budget Development Manual; and

WHEREAS, the Idaho Transportation Board has reviewed the proposed FY19 budget request summary.

*NOW THEREFORE BE IT RESOLVED*, that the Board has reviewed the budget request estimates reflected in the Department Summary and Certification, submitted for approval August 17, 2017, as shown as Exhibit #486, which is made a part hereof with like effect, and authorizes the estimates and guidance provided to serve as the basis for the FY19 budget request submitted to the Division of Financial Management and Legislative Services Office.

Considerations for the Remaining GARVEE Funding. GARVEE Program Manager (GPM) Amy Schroeder said the design team for the I-84, Karcher Road to Franklin Boulevard project has been selected; although the scope is still being negotiated. The firm will determine the number and size of the construction projects in the corridor.

Controller Tolman reported on bond interest rates, inflation, and trends. The GARVEE bond rate is currently about 3.3%. The Department's average rate to date is 4.1%. The \$150 million in bonding authority that the Board has approved will increase the debt service amount by about \$11.5 million annually, or 23.4% of the Department's obligation authority. The legislation caps debt service at 30% of obligation authority. He added that if the Board finances the remaining \$150 million, that would put the debt service at 27.4%.

Planning Services Manager Randy Gill addressed the issue of contractor availability for GARVEE projects. In 2010-2011, ITD had construction payouts of about \$500 million with

federal stimulus funds and GARVEE projects. The construction payouts have decreased since then. Because phasing the approved \$150 million I-84, Karcher to Franklin GARVEE project is expected to add about \$50 million to the construction program the first year and \$70 million the second year, he believes the industry can handle this additional work, especially if sufficient lead-time is provided. Staff intends to provide 90-day bidding forecasts of upcoming projects and an annual statewide construction plan.

GPM Schroeder provided information on the readiness of the GARVEE corridors, noting that the US-95, Thorn Creek to Moscow project was removed from the list because it is funded with federal formula funds. The consensus of the Board was to eliminate from consideration the projects that are not ready: US-95, SH-1 to Canadian Border; US-95, Smokey Boulder to Hazard; SH-16, I-84 to Emmett, SH-44 to Emmett; and US-93, Snake River Bridge Crossing.

Extensive discussion followed on the remaining corridors, including projects' readiness, and the corridor's crash rate, average annual daily traffic count, and level of service.

Member Kempton requested additional information on the SH-75, Timmerman to Ketchum corridor. Member Horsch expressed safety concerns with US-30 in Lava Hot Springs. He questioned potential solutions, but does not believe a bypass is warranted. Vice Chairman Gagner indicated that he does not believe the US-20, St. Anthony to Ashton corridor is a high priority for GARVEE funds; although he would like to discuss the project with DE6 Jason Minzghor. Chairman Whitehead commented that the SH-16, I-84 to Emmett, I-84 to SH-44 corridor is not a high priority for the Community Planning Association of Southwest Idaho, so he does not recommend pursuing that corridor. Member DeLorenzo concurred.

The consensus of the Board was that the US-95, Garwood to Sagle and I-84, Caldwell to Meridian corridors were the highest priorities. Members Coleman and DeLorenzo believe it is imperative to complete the environmental work on I-84 from Nampa to Caldwell. Member DeLorenzo also suggested a traffic study on that section.

GPM Schroeder said a traffic analysis would provide information on a logical terminus for the corridor. She added that the traffic study is a part of the environmental study, and the cost of the environmental study will vary, depending on the classification of study. She estimates it could cost close to \$1 million.

Member Coleman made a motion to proceed with a traffic study and environmental study for the I-84, Nampa to Caldwell section. Vice Chairman Gagner seconded the motion and it passed unopposed.

Member Vassar made a motion to authorize GARVEE bonds for the US-95 and SH-53 interchange, including frontage roads to Garwood and grade separation over US-95 and the railroad, and the Granite North section with frontage roads for \$64 million in the US-95, Garwood to Sagle corridor. Member Coleman seconded the motion. GPM Schroeder informed the Board that she has a draft resolution that the Board may want to consider.

Member Vassar amended her to motion to approve the following resolution, Member Coleman seconded, and the amended motion passed unanimously:

RES. NO.  
ITB17-40

WHEREAS, the Idaho Transportation Board is charged with determining the 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 2017 authorized the issuance of \$300,000,000 GARVEE bonds; and

WHEREAS, the Board is granted the statutory responsibility and duty to allocate GARVEE bond proceeds among legislatively authorized corridors; and

WHEREAS, the “SH-16 Ext, South Emmett to Mesa with a Connection to SH-55” corridor was removed from the authorized list of projects in Senate Bill 1206; and

WHEREAS, the “US-95, Worley to Setters” and “I-84, Orchard to Isaac’s Canyon” corridors were completed with the original GARVEE program and through traditional Statewide Transportation Improvement Program (STIP) programming; and

WHEREAS, the “US-95, Thorn Creek to Moscow” corridor is programmed in the STIP; and

WHEREAS, staff has reviewed the scope of unfunded projects in the following nine corridors:

- US-95, SH-1 to Canadian Border
- US-95, Garwood to Sagle
- US-95, Smokey Boulder to Hazard Creek
- SH-16, Extension, I-84 to South Emmett
- I-84, Caldwell to Meridian
- US-93, Twin Falls Alternate Route and Snake River Bridge
- SH-74, Timmerman to Ketchum
- US-30, McCammon to Soda Springs
- US-20, St. Anthony to Ashton; and

WHEREAS, the Board allocated \$150 million GARVEE bonding authority to be used on the I-84, Karcher Road Interchange to Franklin Boulevard Interchange project in Nampa; and

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WHEREAS, a screening process was used to focus efforts on projects that maximize safety, mobility, and economic opportunity for the State of Idaho.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the US-95 and SH-53 interchange, including frontage roads to Garwood and a grade separation over US-95 and the railroad, and the Granite North section with frontage roads for \$64 million in the US-95, Garwood to Sagle corridor.

Chairman Whitehead thanked staff for its extensive work on this important program.

2018 Proposed Draft Legislation. Member Coleman made a motion, seconded by Vice Chairman Gagner, and passed unopposed, to approve the following resolution:

RES. NO.      WHEREAS, the Idaho Transportation Department staff presented draft legislation  
ITB17-41      for consideration during the 2018 legislative session; and

WHEREAS, at the June 22, 2017 Idaho Transportation Board meeting, staff presented a legislative idea regarding commercial motor vehicle permits and the ability to carry said permits electronically; and

WHEREAS, the Division of Financial Management (DFM) within the Idaho Governor's Office approved the legislative idea on July 31, 2017.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves that the draft legislative proposal regarding commercial motor vehicle permits be submitted to DFM for consideration.

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

Read and Approved  
September 21, 2017  
Shoshone, Idaho

signed

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JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

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