

REGULAR MEETING AND DISTRICT FIVE TOUR
OF THE IDAHO TRANSPORTATION BOARD

May 16-17, 2018

The Idaho Transportation Board met at 8:00 AM on Wednesday, May 16, 2018 in Pocatello, Idaho. The following principals were present:

Jerry Whitehead, Chairman
Jim Coleman, Member – District 1
Janice B. Vassar, Member – District 2
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 5 Tour. The Board traveled north on I-15 to Fort Hall. Shoshone-Bannock tribal officials presented short- and long-term development plans. ITD staff also summarized plans to replace the I-15 interchange at the Fort Hall exit.

The Board traveled south on I-15 to Eaton Metals, where it toured the facility and heard about its transportation needs. The tour continued south on I-15 and US-91 to the Downey Maintenance Shed. The maintenance crews gave presentations on their various activities and innovations.

The Board returned to Pocatello on local roads and I-15 north. It toured the new Idaho State Policy facility and heard presentations from District staff members on future needs and plans to replace the I-15/I-86 interchange. It also recognized Terry Jacobson for 60 years of service.

WHEREUPON, the tour ended at 5:00 PM.

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The Idaho Transportation Board convened at 8:00 AM on Thursday, May 17, 2018 in Pocatello, Idaho. Chairman Whitehead, and Members Coleman, Kempton, and Vassar were present.

Executive Session on Personnel and Legal Issues. Member Coleman made a motion to meet in executive session at 8:00 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206(b) and (f). Member Vassar seconded the motion and it passed 3-0 by individual roll call vote.

Member Horsch joined the meeting at this time.

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The discussions on legal matters related to operations. The personnel items related to the performance of employees.

The Board came out of executive session at 10:00 AM.

Preview Meeting Agenda. Member Coleman made a motion to add the election of a vice chairman to the meeting agenda. Member Vassar seconded the motion and it passed unopposed.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on April 18-19, 2018 as submitted. Member Kempton seconded the motion and it passed unopposed.

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

June 20-21, 2018 – District 4

July 18-19, 2018 – District 6

August 15-16, 2018 – District 1

Election of Vice Chairman. Member Kempton made a motion to elect Member Coleman as vice chairman. Member Vassar seconded the motion and it passed unanimously.

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

RES. NO. ITB18-12 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 FY19 out-of-state travel budget; modifications to the Public Transit Program; adjustments to the Local Highway Programs; funding additional projects for Children Pedestrian Safety Program; advancing the US-95, Windfall Pass Curve, Benewah County project to FY18; delaying obligation authority loan payback to develop Hawthorne and West Quinn Roads, Chubbuck in 2019-2020; the HDR term agreement extension on the Union Pacific Railroad bridge project; consultant agreements; contracts for award; and a contract for rejection.

1) FY19 Out of State Travel. The FY19 out-of-state travel request is \$368,200, which is equal to the FY18 out-of-state travel budget.

2) Modifications to Public Transit Program. Staff requests the following modifications to the Public Transit Program from the Federal Transit Administration 5310 Rural and Small Urban Program and authority to amend the Idaho Transportation Improvement Program (ITIP) accordingly: add Seniors and Individuals with Disabilities for \$176,948 in FY18, FY19, FY20, FY21, and FY22; add Transportation Services for Disabled Veterans and Seniors for \$156,000

and Mobility Enhancements for Disabled and Seniors for \$66,000 to FY18; and add Elva Street Mobility Enhancements for Disabled and Seniors for \$123,000 in FY19.

3) Adjust the Local Highway Programs. The Local Highway Technical Assistance Council (LHTAC) and local sponsors request a number of changes to the Local Highway Program and authority to adjust the ITIP accordingly. The following projects are requested for delay from FY18 to FY19: 10th Avenue Bridge in Caldwell, key #13055, for \$1,367,000 and Post Falls Highway District's Riverview Drive Guardrail Installation, key #19749, for \$346,000; and delay the design to FY19 for the \$383,000 Main Street/Silver Valley Road Bridge in Pinehurst, key #19292; Pine Creek Road Bridge in Shoshone County, key #19718, for \$250,000; and the \$281,000 West Fork Pine Creek Road Bridge in Shoshone County, key #20039. The City of Wallace requests advancing the design of the 6th Street South Fork Coeur d'Alene River Bridge, key #20383 to FY18 for \$358,000. Boundary County is requesting increasing the preliminary engineering by consultant on the Ruby Creek #2 Bridge project, key #19046 to \$238,000 in FY20. An increase in obligation is requested for the following: East Oneida Street, Preston, key #11244 - \$1,500,000; Southwick and Coyote Guardrail, key #18873, Nez Perce - \$112,531; and Clear Creek Road Guardrail, Idaho County, key #19015 - \$180,800.

4) Funding Additional Projects for 2017 Children Pedestrian Safety Program. Due to previous actions, over \$41,000 is uncommitted in the 2017 Children Pedestrian Safety Program. Staff requests the addition of the following projects totaling \$38,017: Main Street School Crossing in the City of Oakley for \$15,000; Blinking Signage for a Pedestrian Crosswalk on US-20/26/93 in Butte County for \$4,715; and Solar Powered School Area Speed Limit Signs in the City of Tetonia for \$17,926.

5) Advance US-95, Windfall Pass Curve, Benewah County. Staff requests the advancement of US-95, Windfall Pass Curve, key #18999 from FY21 to FY18 using prior year closeout funds. The \$2,852,637 safety project has been delivered for advertisement and companioned with the Moclilime Creek Bridge project.

6) Delay Obligation Authority Loan Payback to Develop Hawthorne and West Quinn Roads. In 2015 District 5 delayed its \$1.67 million FY15 District 5 Bridge Repair project to advance the \$1.3 million Turner Road Penstock Bridge project in Caribou County. Staff was able to deliver the FY15 Bridge Repair project via bid savings. Staff requests using the \$1.3 million obligation authority loan payback from LHTAC to District 5 to advance development of the Intersection Hawthorne and West Quinn Roads, Chubbuck project, key #12099 within the FY19 draft Local Urban Program.

7) HDR Term Agreement Extension. HDR was selected to complete the roadway design for US-30 near Bliss, key #13397 for \$178,300. A supplemental agreement is requested for additional work to update the bridge design and additional utility coordination. The supplemental agreement will be for \$18,500. HDR is also the engineer of record for the bridge design, which is expected to cost \$69,000. The total term agreement amount will be \$1,657,850, exceeding the \$1,500,000 term agreement limit.

8) Request to Approve Consultant Agreements. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1 million agreement limit for the following projects: I-84/I-86 Salt Lake System Interchange, key #18881 for construction engineering and inspection services with Horrocks Engineers for \$1.7 million; and I-84/I-86, Salt Lake System Interchange, key #18881 for engineer of record services with Stanley Consultants for \$560,000.

9) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. The largest discrepancy between the bid price and engineer's estimate on key #12311 – I-90, Seltice Way Congestion Mitigation, District 1, was in the Adaptive Central Control System item. The variance was due to the engineer's estimate based on a 2015 price, the price did not include all of the necessary hardware for the system to connect, and the estimate did not account for several modifications and upgrades that the manufacturer had made to the specified system. The Special Install 2" PVC Conduit; Special Pan, Tilt, Zoom Videosystem with Lowering; Curb Ramp; and Special Multiple Approach Advance Detection Systems were also bid higher than the engineer's estimate presumably due to the small quantities, working in a congested part of town, and a lack of competition in traffic signal work in the area. The City of Post Falls recommends awarding the contract and the Kootenai Metropolitan Planning Organization will provide additional funding. Low bidder: Thorco, Inc. - \$2,098,750.

The major differences in the engineer's estimate versus the low bid on key #13444 – Vineyard Drive Guardrail, Lewiston, District 2, were in the Pavement, Guardrail, and Guardrail Terminal items. Staff presumes the paving width of one foot to eight feet was the reason for the high pavement bids and the guardrail items were higher due to the small quantity. District 2 recommends awarding the contract. The Lewis-Clark Valley Metropolitan Planning Organization will provide the additional funding. Low bidder: M L Albright & Sons, Inc. - \$160,000.

The primary differences between the engineer's estimate and low bid on key #19772 – Meridian Maintenance Yard Replacement Facilities, District 3 were in the Ten Lane Construction, Facility Site Development, and Mobilization items. Upon review of the engineer's estimate for the site development work, it was noted that several items were significantly underestimated, presumably due to the small nature of the site and small quantities involved. The Ten Lane Construction work was underestimated considering the tight work area, small quantities, and low production expected. The project is a high priority, as the maintenance site needs to be operational prior to winter 2018 for effective and efficient winter maintenance operations. This site replaces the old Meridian maintenance site. Staff recommends awarding the project. Low bidder: Staker & Parson Companies dba Idaho Materials & Construction - \$1,243,362.

Structure Excavation Schedule No. 1, Bridge Tunnel Liner Plate Culvert, and Mobilization accounted for the majority of difference between the engineer's estimate and low bid on key #19019 – US-30, Portneuf River Bridge, Bannock County, District 5. The first item was presumably bid higher because it involves working in a small and restrictive area. The method for the Special Bridge Tunnel Liner Plate Culvert item has only been used a few times a year in the continental United States. Due to the unique nature of the work, no previous estimate

was available and the consultant relied on industry contacts to develop the estimate. The Mobilization item was probably bid higher in order to mobilize a subcontractor that specializes in this type of work. No obvious errors were discovered in the engineer's estimate and the District recommends awarding the project. Low bidder: DL Beck, Inc. - \$3,325,502.

The difference between the engineer's estimate and low bid is due to the remote location, small quantity, and project advancement for key #20155 – US-89, 12th Street Overpass to Junction US-30, Montpelier, District 5. The District believes the low bid is reasonable and recommends awarding the contract to address the deteriorating pavement. Low bidder: Staker & Parson Companies dba Jack B. Parson Companies - \$1,656,596.

The Mobilization item was the main difference between the engineer's estimate and low bid on key #18811 – South Boulevard Corridor Rectangular Rapid Flashing Beacon Light, Idaho Falls, District 6. The low bidder included working drawings and details associated with the LED Flasher item. This was the second time bids were received on this project. LHTAC does not believe re-bidding the project again will result in better bids, so it recommends awarding the safety project. It has identified funds to cover the additional cost. Low bidder: DL Beck, Inc. - \$229,868.

10) Contract for Rejection. The low bid on key #13946 – US-95, Little Rainbow Bridge, Adams County, District 3, was more than ten percent over the engineer's estimate, requiring justification. The items with the biggest difference between the engineer's estimate and the low bid were Girders, Bridge Removal, Mobilization, Soil Nail Walls, and Temporary Traffic Control. Staff recommends rejecting the low bid because the proposed construction schedule was constrained due to the time of bidding and completing prior to winter weather, the lack of detailed geotechnical information, and environmental constraints. Low bidder: Knife River Corporation – Northwest - \$4,892,061.

Informational Items. 1) State FY18 Financial Statement. Revenues to the State Highway Account from all state sources were ahead of projections by 2.8% at the end of March. Of that total, receipts from the Highway Distribution Account were 1.8% or \$2.8 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 9.7%, or \$209,000. Expenditures were within planned budgets. Personnel costs had savings of \$13.9 million or 14.4% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. ITD had 89 vacancies at the end of March. Contract construction cash expenditures of \$321 million through March exceeded any from the past three years.

The balance of the long term investments was \$164.6 million at the end of March. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$81.6 million were \$31 million less than the end of June. Expenditures in the Strategic Initiatives Program Fund through March were \$7.1 million. Deposits into the new Transportation Expansion and Congestion Mitigation Fund were \$14.6 million year-to-date.

2) Monthly Reporting of Federal Formula Program Funding through April. Idaho received obligation authority of \$276.4 million through September 30 via the Appropriations Act

signed in March. This amount corresponds to \$272.7 million with match after a reduction for indirect costs. Idaho also received notice of the receipt of \$14.4 million of Highway Infrastructure Funds from the General Fund within Surface Transportation Block Grant population categories. Idaho has received apportionments via notices through April 17 of \$302.2 million, which includes Redistribution of Certain Authorized Funds. Currently, obligation authority is 91.5% of apportionments. Of the \$272.7 million allotted, \$84 million remains.

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

4) Contract Awards and Advertisements. Key #20582 – US-95, North Mochilime to North of Plummer, Benewah County, District 1. Low bidder: Poe Asphalt Paving, Inc. - \$2,822,708.

Key #19415 – US-20, District 3 Intersection Improvements. Low bidder: Knife River Corporation – Northwest – \$205,747.

Key #19947 – SH-51, Mountain Home South Restoration, District 3. Low bidder: Knife River Corporation – Northwest - \$869,024.

Key #20108 – SH-77, Cassia County Seal Coats, District 4. Low bidder: Knife River Corporation – Northwest - \$769,000.

Key #19901 – US-20, FY19 District 4 Sealcoats, Blaine/Camas Counties. Low bidder: Kloefer, Inc. - \$729,062.

Key #13585 – 17th Street; Holmes to South Woodruff, Idaho Falls, District 6. Low bidder: H-K Contractors, Inc. - \$1,520,769.

The list of projects currently being advertised was provided.

5) Professional Services Agreements and Term Agreement Work Tasks Report. From March 28 through April 26, 38 new professional services agreements and work tasks were processed, totaling \$15,376,667. Two supplemental agreements to existing professional services agreements were processed during this period in the amount of \$174,950.

Adopt-A-Highway (AAH) Presentation. District 5 AAH Coordinator Sharon Short thanked Itafos Conda Phosphate Operations for participating in the AAH Program. The group has been picking up litter along a two-mile section of SH-34 since 2006.

Director's Report. Director Ness reported on the recent Leaders Conference that brought about 200 supervisors and managers together to clarify and align the Department's organizational messages. The Division of Aeronautics published the 2016 Idaho Aviation Accident Scorecard. Seventy-three percent of the aviation accidents were due to pilot error. He also mentioned awards the Department received recently, employee visits, the work zone safety campaign, and employee commendations.

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

Driving Under the Influence (DUI) Enforcement. Chad Morgan and Cameron Stanford with the Bingham County and Madison County Sheriff Offices, respectively, elaborated on the collaboration to address DUIs in Districts 5 and 6. Seven counties in the region have a memorandum of understanding to work within each other's counties. This task force and Idaho State Police conducted a couple of DUI enforcement campaigns. The task force intends to expand to include municipalities. The group is also conducting no refusal weekends when suspected impaired drivers cannot refuse to have blood drawn. Law enforcement works with judges to secure warrants. Officers Morgan and Stanford also expressed appreciation for the good partnership with and assistance it receives from the Office of Highway Safety.

Chairman Whitehead thanked Officers Morgan and Stanford for the informative report and for their valuable service to the state.

Idaho Traffic Safety Commission (ITSC) Annual Report. Highway Safety Manager (HSM) John Tomlinson summarized the ITSC, which is established in Idaho Code. Its members have varied backgrounds, including law enforcement, education, and medical. It meets twice a year to identify the problem areas to focus on and approve projects for funding.

Highway Safety Plan. HSM Tomlinson presented the draft FY19 Highway Safety Plan totaling over \$6 million for projects to help reduce traffic crashes, deaths, and injuries. The document, required by the National Highway Traffic Safety Administration, was approved by the ITSC earlier this month. Staff will also apply for incentive grants.

Chairman Whitehead thanked HSM Tomlinson for the highway safety reports.

Update of Safety Rest Areas and Oasis Partnerships. Mobility Services Engineer (MSE) Nestor Fernandez said District 4 has requested the closure of the Jerome Rest Area. It is working with two local truck stops on Oasis Public/Private Partnerships at the I-84 Twin Falls and Exit 50 interchanges. The plans also include expanding the Bliss Rest Areas to accommodate additional parking.

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

RES. NO. ITB18-13 WHEREAS, Safety Rest Areas are an integral part of the transportation system; and

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 the I-84 Twin Falls Interchange and at the I-84 SH-50 Interchange provide an Oasis partnership that would increase services available to motorists and save ITD maintenance costs.

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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 map, as shown as Exhibit #494, which is made a part hereof with like effect, updating the current status of all facilities and identifying future public/private partnerships; and

BE IT FURTHER RESOLVED, that the Board directs District 4 to enter into an Oasis partnership with the truck stops at the Twin Falls Interchange and at the SH-50 Interchange and close the Jerome Rest Area.

Relinquishment of I-84 Hammett Business Loop. District 3 Staff Engineer (SE) Marc Danley said the District has been working with the Board Subcommittee on State Highway System Adjustments to relinquish the I-84 Business Loop in Hammett. The 2.1-mile business loop separates two sections of road maintained by the Glens Ferry Highway District. The Highway District has agreed to assume jurisdiction of the business route to provide a connection between its roadways. As part of the agreement, the Department is improving the roadway, including rehabilitating the pavement, replacing the bridge that crosses over Union Pacific Railroad's tracks, and realigning an intersection.

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

RES. NO. WHEREAS, the Glens Ferry Highway District is willing to assume jurisdiction
ITB18-14 for the I-84 Business Loop in Hammett upon construction completion and
 acceptance of project A013(390) and A013(947); and

WHEREAS, the Idaho Transportation Department will remove all signs designating the existing I-84B route; and

WHEREAS, the Glens Ferry Highway District and District 3 have negotiated the Road Closure and Maintenance Agreement; and

WHEREAS, during the March 14, 2018 meeting, the Idaho Transportation Board Subcommittee on Adjustments to the State Highway System voted to recommend to this Board the approval of the District's request to relinquish jurisdiction of I-84B in Hammett to the Glens Ferry Highway District.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Subcommittee's recommendation and approves the Director to sign the agreements referenced above; and

BE IT FURTHER RESOLVED, that the Department shall relinquish jurisdiction of those portions of roadways described above, by transferring the roadways to the Glens Ferry Highway District by means of Road Closure and Maintenance Agreement, thereby removing the roadways from the State Highway System.

Chairman Whitehead thanked SE Danley for the presentation and his work on this relinquishment.

Sales Tax Anticipation Revenue (STAR) Agreement for US-20/26, Linder Road to SH-16. District 3 Engineering Manager (EM) Caleb Lakey said the expansion of US-20/26 from Linder Road to SH-16 is funded in the approved ITIP in FY24. Costco Corporation and District 3 have drafted an agreement allowing Costco to build the improvements using private funds and then seek reimbursement for qualifying expenses under the STAR legislation. The estimated cost of the improvements on the state system is \$15.5 million, including right-of-way, design, and construction. If ITD can acquire the needed right-of-way in a timely manner, Phase 1 is expected to be completed in calendar year 2020. Phase 1 includes Linder Road to Tree Farm Way. Phase 2, Tree Farm Way to SH-16, is expected to be completed in calendar year 2022. Costco Corporation is also working with Ada County Highway District on improvements to the local system.

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

RES. NO. ITB18-15 WHEREAS, it is in the public's interest for the Idaho Transportation Department to publish and accomplish a current, realistic, and fiscally constrained Capital Investment Program; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available Federal, State, and Private highway funding; and

WHEREAS, the safe and efficient movement of people and goods on US-20/26 is both nationally and regionally significant to commerce; and

WHEREAS, Sales Tax Anticipation Revenue (STAR) legislation has been enacted by the Legislature which permits reimbursement, within established limits, of private funding of highway improvement construction projects with future sales tax reimbursements by the State; and

WHEREAS, discussion with Costco Corporation indicates a willingness on its part to utilize such legislative provisions to finance in its entirety the design, right-of-way acquisition, and construction for the improvement to US-20/26 (Chinden Road); and

WHEREAS, any such agreements with the Department will be reviewed by the Board; and

WHEREAS, the Department has already committed in the approved 2018 Statewide Transportation Improvement Program to build these improvements in FY24; and

WHEREAS, the project is to be designed and constructed beginning in FY19 under the STAR Agreement.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the STAR Agreement between the Department and Costco Corporation for the improvement of US-20/26, Linder Road to SH-16.

Chairman Whitehead expressed appreciation to EM Lakey and Costco Corporation for their partnership on this important project.

District 5 Report. District 5 Engineer (DE) Ed Bala reported on performance metrics: staff achieved a winter mobility metric of roads being clear of ice and snow 89% of the time; and 92% of the FY18 projects and 100% of the FY19 projects were delivered on time. He commended staff for its innovations and outlined various partnerships, including with the Department of Fish and Game to address wildlife issues.

The Board thanked DE Bala for the District's accomplishments and his leadership.

FHWA Performance Measures. Research Analyst Principal (RAP) Chapman Munn said the federal Fixing America's Surface Transportation Act requires reporting on performance measures. He elaborated on the FHWA requirements and how they differ from what ITD has been measuring. The FHWA-required safety targets are 188 fatalities, a fatality rate of 1.14, 1,239 serious injuries, a serious injury rate of 7.49, and 120 non-motorized fatalities and serious injuries. The FHWA targets for bridges are 19% in good condition and 3% in poor condition. For pavement, staff established a target of 50% of interstate pavement in good condition and 4% in poor condition, and 50% of non-interstate National Highway System (NHS) pavement in good condition and 8% in poor condition. FHWA is also requiring a system performance metric to measure travel time and the reliability of the system. ITD's targets are interstate level of travel time reliability of 90%; non-interstate NHS level of travel time reliability of 70%; interstate truck travel time reliability of 1.30, and congestion mitigation air quality zero.

Member Kempton noted that the performance metrics and goals are different from what ITD has been measuring and reporting. He cautioned that the FHWA requirements may be confusing.

Chairman Whitehead thanked RAP Munn for the presentation.

Long-Range Transportation Plan. Planning Services Manager (PSM) Ken Kanownik said a number of technical reports have been developed by subject matter experts as part of the process to update the long-range plan. These reports provide high-level summaries of programs, activities, and best practices. Seven workshops were also held throughout the state. The 81 professional stakeholders identified leadership and partnerships and quality of life as the main themes.

Chairman Whitehead thanked PSM Kanownik for the update on the long-range plan.

Distribution of FY18 Highway Infrastructure Program Funds. Joel Drake, Financial Manager – Financial Planning & Analysis elaborated on the FY18 federal Omnibus Appropriation Act that provided \$14,392,143 to Idaho as part of the Highway Infrastructure

Program. He emphasized that the funding is one-time from the General Fund and a match is required. It is not subject to obligation limitation and can be obligated anytime between April 2018 and September 2021. Funds are to be obligated on projects within specific areas of the state. Staff recommends providing funds to local public agencies; although the recommended allocation deviates from the distribution formula in Board Policy 4028 Allocation of Federal Formula Highway Apportionments to Local Public Agencies.

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

RES. NO. ITB18-16 WHEREAS, the Department of Transportation Appropriations Act, 2018, title I of division L, Public Law 115-141, apportioned \$1,980,000,000 nationally for the Highway Infrastructure Program in federal fiscal year 2018 for activities eligible under section 133(b)(1)(a) of title 23, United States Code; and

WHEREAS, Idaho's federal fiscal year 2018 apportionment in the Highway Infrastructure Program is \$14,392,143; and

WHEREAS, intent of the increased funding is to target critical investments in infrastructure to boost economic growth; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal funding; and

WHEREAS, Highway Infrastructure Program funding provided in federal fiscal year 2018 is available one-time, sourced from general funds appropriated in the federal FY18 Omnibus appropriation act; is available for obligation until September 30, 2021; is limited to the construction of highways, bridges, and tunnels on a federal-aid highway system above minor collector, local road or rural minor collector classification; requires specified amounts be obligated on projects within specific population-based areas of the state; and falls outside the operational limits of existing policy for the allocation of federal formula highway apportionments to local public agencies; and

WHEREAS, staff has analyzed requirements of federal fiscal year 2018 Highway Infrastructure Program funding, available flexibility, and existing allocation policy to develop a plan for distribution that provides increased funding to all local public agencies that receive allocations of federal formula highway apportionments under existing policy.

NOW THEREFORE BE IT RESOLVED, that Idaho's \$14,392,143 apportionment of federal FY18 Highway Infrastructure Program funding be distributed as follows:

\$1,701,558 (11.8%) Transportation Management Area, COMPASS, population >200K

\$906,705 (6.3%) Urban Balancing Committee, members being the five MPOs with 50K - 200K population, and LHTAC for populations between 5K and 50K
\$906,705 (6.3%) LHTAC, administrator for Rural areas with populations <5K
\$10,877,175 (75.6%) Idaho Transportation Department
\$14,392,143 (100%) Total Distribution of FY18 Highway Infrastructure Program funding

Policy Approval. Contracting Services Engineer (CSE) Monica Crider presented revisions to Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts. Minor changes were made based on last month's discussion. She requested approval of the revised policy and the deletion of Board Policy 4010 Authority to Sign Agreements, Compacts, or Arrangements with other States on Behalf of Idaho because it has been incorporated into 4001.

Member Kempton made a motion to approve revisions to Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts and to delete Board Policy 4010 Authority to Sign Agreements, Compacts, or Arrangements with other States on Behalf of Idaho. Vice Chairman Coleman seconded the motion and it passed unopposed.

CSE Crider also presented new Administrative Policy 5001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts. It was developed to correspond with Board Policy 4001. Because it combines A-01-09, Authority to Sign Contracts, Agreements, or Grants and their Registration; A-06-08, Professional Services Agreements; A-14-06, Approval of Plans/Specifications/Estimates and the Award of Construction Projects; and A-30-02, Authority to Sign Agreements, Compacts, or Arrangements with other States on behalf of Idaho, she recommended deleting those four policies.

Member Kempton made a motion to concur with Administrative Policy 5001 and to support deleting the four referenced policies. Member Vassar seconded the motion and it passed unanimously.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 2:00 PM.

signed

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
June 21, 2018
Shoshone, Idaho

May 17, 2018