

REGULAR MEETING AND DISTRICT SIX TOUR
OF THE IDAHO TRANSPORTATION BOARD

September 12-13, 2018

The Idaho Transportation Board met at 9:00 AM on Wednesday, September 12, 2018 in Idaho Falls, Idaho. The following principals were present:

Jerry Whitehead, Chairman
Jim Coleman, Vice Chairman – District 1
Janice B. Vassar, Member – District 2
Julie DeLorenzo, Member – District 3
Jim Kempton, Member – District 4
Dwight Horsch, Member – District 5
Lee Gagner, Member – District 6
Chief Deputy Scott Stokes
Sue S. Higgins, Executive Assistant and Secretary to the Board

District 6 Tour. The Board toured Idaho Falls Power. It traveled east on US-20 to Sugar City. Representative Karey Hanks joined the Board on its tour of the ProPEAT fertilizer plant and the Pocock Trucking facility.

Several Board members disembarked at the District 6 Office in Rigby for a Board Subcommittee on State Highway System Adjustments' meeting while the rest of the Board members returned to Idaho Falls via US-20 west.

WHEREUPON, the tour ended at 2:45 PM.

September 13, 2018

The Idaho Transportation Board convened at 8:30 AM on Thursday, September 13, 2018 at the District 6 Office in Rigby, Idaho. All members were present. Director Brian Ness and Deputy Attorney General Larry Allen were also present.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on August 15-16, 2018 as submitted. Member Gagner seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:
October 26, 2018 – Boise
November 14, 2018 – Boise
December 13, 2018 – Boise

Consent Items. Member Kempton mentioned that policies that have been reformatted are presented to the Board instead of to the Board Subcommittee on Policies. He asked if the Board

September 13, 2018

members have a preference for staff submitting the policies on the consent calendar or making a presentation on the policy changes. The consensus was to defer to staff. If the revisions are substantive, a presentation should be made.

Vice Chairman Coleman noted the number of bids that have exceeded the engineer's estimate and the general increase in construction costs. He asked if staff is monitoring the funding and if a project may need to be delayed to cover the escalating construction costs. Chief Operations Officer (COO) Travis McGrath said that staff is monitoring the costs. The Department currently has enough funds, but he acknowledged that a project may need to be delayed in the future.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB18-29 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 public transportation board and administrative policy updates and contracts for award.

1) Public Transportation Board and Administrative Policy Updates. Staff proposes revising the membership section on Board Policy 4039 Public Transportation Advisory Council. The changes include a reference to in-person attendance and establish the process to elect a chair. Administrative Policy 5038 Public Transportation Program is being revised to update the description of the applicable Idaho Codes and remove outdated language regarding the Public Transportation Office within the Department's organizational chart.

2) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. The Prestressed Bulb Tee Girders, Special Bridge – Temporary Work Bridge, Mobilization, Concrete Class 40 AF Schedule Number 2, Dewatering Foundation, MSE Retaining Wall, and Concrete Class 40 A Schedule Number 1 items showed the largest difference between the low bid and engineer's estimate on key #12122 - East 1300 North, Oro Road Bridge, District 6. The remote location appears to be part of the reason for the higher bids. The world class fishing habitat presumably led to higher costs for the dewatering and temporary work bridge items, which are also tied to the timing of the bid and the current market, as there is a lot of construction occurring now and demand for these materials is high. The sponsor, Fremont County, supports awarding the project and is prepared to cover the additional costs. Low bidder: Cascade Bridge LLC - \$7,830,396.

The mobilization item accounted for the main difference between the low bid and engineer's estimate on key #19699 - US-20, Rock Creek Culvert, District 4. The cumulative amount of many items was also higher. Based on the unique aspects of the project, general market trends, and analysis of the four bids, staff does not believe a better bid would be obtained

if the project is re-bid. It recommends awarding the contract. Low bidder: Knife River Corporation – Mountain West – \$3,077,778.

The major difference between the low bid and engineer's estimate on key #18742 - US-20, Willow Creek Bridge, District 4 was in the Steel Bridge and Mobilization items. Part of the difference is the increased cost of manufactured steel and the requirement for transport. The cumulative amount of many items also resulted in the higher bid. Based on the unique aspects of the project, general market trends, and analysis of the four bids, staff does not believe a better bid would be obtained if the project is re-bid. It recommends awarding the contract. Low bidder: Knife River Corporation – Mountain West - \$2,967,587.

Informational Items. 1) Contract Award and Advertisements. Key #20796 – I-84, Karcher Interchange to Franklin Boulevard Interchange Temporary Shoulder, District 3. Low bidder: Sunroc Corporation - \$5,041,098.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From July 27 through August 23, 19 new professional services agreements and work tasks were processed, totaling \$2,552,745. Seven supplemental agreements to existing professional services agreements were processed during this period in the amount of \$128,337.

3) State FY19 Financial Statements. Revenues to the State Highway Account from all state sources for the first month in the new fiscal year were ahead of projections by 10.8%. Total receipts from the Highway Distribution Account were 9.7% or \$1.6 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 24%, or \$46,000. Expenditures were within planned budgets. Personnel costs had savings of \$972,000 or 9% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$56.6 million.

The balance of the long term investments was \$165.7 million at the end of July. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$60.5 million were \$21 million less than at the end of June. Expenditures in the Strategic Initiatives Program Fund in July were \$2 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$1.47 million.

4) Status: FY20 Appropriation Request. The FY20 appropriation request was submitted to the Division of Financial Management and Legislative Services Office earlier this month. An additional \$12,249,900 was added for operating expenditures, equipment, Trustee and Benefits, and contract construction for a total of \$707,422,100 plus \$66,875,000 for debt service.

Adopt-A-Highway (AAH) Presentation. Member Gagner thanked the Idaho Section of the American Nuclear Society for its participation in the AAH Program. The group has been picking up litter along a two-mile stretch of I-15 since 1993.

Employee Safety Recognition. Office of Communication Manager (OCM) Vincent Trimboli said a team reviewed the Department's safety program. It recommended presenting medallions and challenge coins to employees based on safety accomplishments. He recognized District 5 and 6 employees Brian Poole and Brad Richards, respectively, and Mr. Richard's son for designing the coins.

Chairman Whitehead congratulated Messrs. Poole and Richards.

Director's Monthly Report on Activities. Director Ness thanked District 6 for its hospitality. He has completed most of his employee visits, with District 3 and a few more sections in Headquarters scheduled later this month. Last month Brandye Hendrickson, Deputy Administrator, Federal Highway Administration (FHWA) was in Idaho to present ITD with a \$90.24 million check. The INFRA grant is to improve I-84 in Canyon County. The autonomous vehicle and connected vehicle committee held its second meeting earlier this month. Per the Governor's executive order, it will submit a report by November 1. The Department held a safety stand down on August 30 to switch from orange safety vests to yellow vests. In conclusion, he announced that Chief Deputy Stokes received the American Association of Motor Vehicle Administrators' Life Time Achievement award for a career focused on highway safety.

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

Chairman Whitehead thanked Director Ness for the report and congratulated Chief Deputy Stokes for the well-deserved recognition.

FY18 Redistribution of Federal Formula Funds. Financial Manager, Financial Planning & Analysis Joel Drake said FHWA informed the states of additional FY18 formula obligation authority through redistribution. Idaho's share of redistributed obligation authority is \$33,961,632 and must be obligated prior to September 30, 2018. Of the \$33,931,632 redistribution, \$25,802,475 brought obligation authority to 100% of the FY18 apportionment, and \$8,129,157 exceeded the apportionment. Apportionment allotments up to the 100% level are based on current policy. Staff recommends allotting the additional \$8,129,157 per Board Policy 4028 Allocation of Federal Formula Highway Apportionments to Local Public Agencies.

Division of Engineering Services Administrator (DESA) Blake Rindlisbacher said that staff intends to advance the SH-6, Potlatch Sidewalk Enhancement project, key #19831 from FY19 to FY18 as part of the redistribution. If the Board concurs with the distribution allotments recommended by staff, the project would be funded at the full amount, \$422,604 based on the Transportation Alternatives Program's portion of redistribution; however, if the Board determines to allot the redistribution funds based on a different formula, the SH-6, Potlatch Sidewalk project would be programmed for \$341,628. The City of Potlatch has verbally agreed to this arrangement.

Because the policy is silent on the funding distribution if over 100% of obligation authority is received, Member Kempton believes the funding distribution should be determined by the Board; although he supports staff's recommendation.

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

RES. NO. ITB18-30 WHEREAS, it is in the public interest for the Idaho Transportation Department to accomplish a current, realistic, and fiscally constrained Idaho Transportation Investment Program; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available Federal-aid Highway Funding; and

WHEREAS, the State was notified on August 30, 2018 by the Federal Highway Administration (FHWA) that Idaho's share of redistributed Fiscal Year (FY) 2018 Obligation Authority was \$33,961,632; and

WHEREAS, within the \$33,931,632 redistribution \$25,802,475 brought Obligation Authority to 100% Federal FY 2018 Apportionment and \$8,129,157 exceeded the Federal FY2018 Apportionment; and

WHEREAS, it is the intent to fully utilize the FY 2018 federal highway redistribution allocations proportionately across state and local projects.

NOW THEREFORE BE IT RESOLVED, that the Board approves the allotments of August 2018 redistribution as shown as Exhibit #502, which is made a part hereof with like effect, and authorizes staff to fund advances and cost increases to fully utilize the funding over 100% of Obligation Authority; and

BE IT FURTHER RESOLVED, that staff is authorized to advance SH-6, Potlatch Sidewalk Enhancement, Phase 2 from FY 2019 to FY 2018 for \$422,604; and

BE IT FURTHER RESOLVED, that staff is authorized to make the appropriate changes to the Idaho Transportation Improvement Program.

Vice Chairman Coleman referenced Board Policy 4011 Idaho Transportation Investment Program and 4028 Allocation of Federal Formula Highway Apportionments to Local Public Agencies. He does not believe the Board anticipated obligation authority exceeding 100% of allotments and suggested revisiting the policies to clarify how those additional funds will be distributed.

Recommended FY19-25 Idaho Transportation Investment Program (ITIP). DESA Rindlisbacher presented the recommended FY19-25 ITIP. He said no significant changes were made to the Program since the draft was presented in June. The average available funding for surface transportation projects is \$472.7 million annually, while \$463.7 million is programmed each year.

OCM Trimboli summarized the public involvement process. A total of 281 comments were received on a variety of projects during the public comment period from July 1 through July 30. The majority of comments, 194, expressed support to advance widening US-20/26 in

District 3. A number of statewide comments were also submitted in support of wildlife mitigation measures.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department
ITB18-31 to publish and accomplish a current, realistic, and fiscally constrained Idaho Transportation Investment Program (ITIP); and

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

WHEREAS, the 2016 Fixing America's Surface Transportation (FAST) transportation act requires that a fiscally constrained list of projects covering a four-year minimum be provided in a statewide transportation improvement program; and

WHEREAS, the Divisions of Highways and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2019-2025 ITIP; and

WHEREAS, the Recommended FY 2019-2025 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2019-2025 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained Program; and

WHEREAS, it is understood that continued development and construction of improvements are entirely dependent upon the availability of future federal and state capital investment funding in comparison to the scope and costs of needed improvements.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Recommended FY 2019-2025 Idaho Transportation Investment Program (ITIP); and

BE IT FURTHER RESOLVED, that staff is authorized to submit the federal version of ITIP (the Statewide Transportation Improvement Program, or STIP) for federal approval in accordance with the provisions of FAST.

Long-Range Transportation Plan. Planning Services Manager (PSM) Ken Kanownik said modal planning is the last component of updating the Long-Range Transportation Plan. It includes freight, public transportation, active transportation (bicycle and pedestrian), aviation,

and privately operated vehicles. He reviewed a checklist for modal planning, such as its relation to Board policies; ensuring the mission of safety, mobility, and economic opportunity are included; funding; and public and stakeholder involvement. The modal planning documents should provide information for the public and the Department's partners and staff, provide guidance, show how stakeholder involvement is reflected in decision-making, and include recommendations.

PSM Kanownik presented the recommendations: every transportation mode has an up-to-date statewide planning document; reaffirm the commitment to include local, regional, and statewide stakeholders in the modal planning process; when engaged in the development of a statewide modal plan, coordinate internally to focus resources on a single effort; and implement a collaborative planning approach.

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

Member Gagner announced that he will retire from the Board at the end of this year due to health issues and other activities he is involved in. He thanked the Board members for their service and said he has enjoyed his time on the Board.

Chairman Whitehead thanked Member Gagner for his service.

Zero Fatalities Award. Highway Safety Manager (HSM) John Tomlinson commended Clark and Teton Counties for recording zero highway fatalities in 2017. He recognized the sheriffs, county commissioners, Idaho State Police, and ITD's maintenance staff for their partnership and exemplary service keeping the roads and traveling public safe.

Chukars/Office of Highway Safety Partnership. HSM Tomlinson commended the excellent partnership with the Idaho Falls' Chukars baseball team. It has done a commendable job promoting highway safety. Kevin Greene, President/General Manager, elaborated on the baseball team and its activities to promote highway safety in partnership with ITD.

Chairman Whitehead thanked Messrs. Tomlinson and Greene for the informative presentation and for their efforts to address highway safety.

Enterprise Risk Management (ERM) Annual Update. COO McGrath said ERM is a process to identify and address threats that may interfere with the Department achieving its objectives. A number of risks were identified and evaluated to identify the type of risk. Actions were developed to mitigate the risks. Those actions are being monitored to determine their effectiveness in reducing or eliminating the risk. ERM reassessment will occur annually and include discussions on new risks that have been identified and significant changes that could impact the risk ratings.

Member Kempton noted the recent drivers' license system outages. Although the problems were unanticipated, he asked about risk management for that activity and how it addresses the residual effects like damage to the Department's reputation and to its relationship with the sheriffs and other partners. COO McGrath responded that the drivers' license system

was identified as a risk, included in the risk titled lack of successful implementation of new information systems, and that extensive additional information on that particular activity was documented. He added that Motor Vehicle Administrator Alberto Gonzalez will address the drivers' license outages and ITD's response later.

Member Gagner said he talked to the Bonneville County Sheriff regarding the drivers' license system. There have been some discussions that the state should assume responsibility for issuing the licenses. Member Gagner believes it is prudent to determine the additional personnel ITD would need if it were responsible for this service. He also commended staff for its work on ERM. Chairman Whitehead also thanked COO McGrath for the report and for the progress being made on this important initiative.

District 4 Office Reconstruction. District 4 Engineer (DE) Devin Rigby said efforts are continuing on constructing a new District 4 administration office. Discussions have been held with the Department of Correction and the Military Division on their interest to collocate on the ITD-owned property near the I-84 and US-93 interchange. A Utility Master Plan has been completed on the feasibility of collocating. A Feasibility Study was also conducted on five potential sites to determine a recommended location for the new office. DE Rigby requested a \$15 million line item in the FY20 budget request for the new facility. He emphasized that the total cost will presumably be lower if other agencies collocate with ITD. He added that he intends to seek approval of the location of the facility next month.

Some discussion was held on the estimated costs. DE Rigby said the Needs Assessment projected an increase of employees from the current 65 to a total of 81, so approximately 23,400 square feet is being considered. In response to Vice Chairman Coleman's question, DE Rigby said the property at I-84 and US-93 was purchased with state funds, not federal funds.

Member Kempton informed the Board that the Department of Correction and the Military Division submitted letters of intent to continue negotiating the feasibility of collocating on ITD's property. DE Rigby added that creating an access to that property is in accordance with the county's plans. Discussions with the City of Jerome to provide utilities have occurred; although the municipality has expressed some concern with the distance to the property.

Member Gagner made a motion to approve a resolution that, amongst other things, authorizes staff to include a \$15,000,000 line item in the FY20 budget for the District 4 facility. Member Kempton seconded the motion.

Vice Chairman Coleman expressed some concern with the \$15,000,000 figure. He believes that amount is high for the square footage. The estimate in the Feasibility Study is \$12,500,000; although the \$15,000,000 figure includes contingencies and other costs.

Vice Chairman Coleman made a motion to amend the proposed resolution to authorize staff to include a \$12,500,000 line item in the FY20 budget. Member Horsch seconded the motion.

Member Kempton noted that the cost is an estimate. He believes \$12,500,000 for the building only, no contingencies, is appropriate. Member Gagner concurred.

Member Horsch asked if the property at I-84 and US-93 is large enough to accommodate all three interested parties and if ITD intends to move some maintenance operations to that location. DE Rigby replied that yes, the proposed site is large enough for the three agencies plus possibly another one. He also responded that the Jerome maintenance facility is in a residential neighborhood. He believes that facility will need to be moved in 10-15 years and it would be feasible to relocate it to the I-84 and US-93 property.

The motion to amend the resolution passed unanimously.

The motion to approve the following resolution passed unopposed.

RES. NO. WHEREAS, in September 2016 the Idaho Transportation Board approved the
ITB18-32 construction of a new District Four Headquarters Office Building; and

WHEREAS, the Board directed the district to work with the Division of Public Works to develop a District Four Administration Building Feasibility Study; and

WHEREAS, the District Four Administration Building Feasibility Study Final Report and a District Four Administration Building Utility Master Plan have been completed for public review; and

WHEREAS, the District Four Administration Building estimated cost is \$12,500,000; and

WHEREAS, there is potential for cost sharing if collocation is possible with the Department of Correction and/or the Military Division; and

WHEREAS, letters of intent to proceed with collocation negotiations have been provided to the Idaho Transportation Department by the Idaho Military Division and the Idaho Department of Correction.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes inclusion of a \$12,500,000 line item in the FY2020 ITD Budget Request for the District Four Administration Building; and

BE IT FURTHER RESOLVED, that the Board authorizes advancing to FY2020 from FY2021 the \$12,500,000 project for the District Four Administration Building in the FY2019–FY2024 Six Year Capital Facilities Program; and

BE IT FURTHER RESOLVED, that the Board authorizes staff to continue working with the Division of Public Works and to negotiate with the Department of Correction and the Military Division to determine the feasibility of collocating with and sharing costs with these agencies.

Chairman Whitehead thanked DE Rigby for the presentation.

District 6 Report. DE 6 Jason Minzghor commended staff for its preparation before and efforts the day of the eclipse in August 2017. He mentioned that improving safety on the US-20 corridor continues to be a major focus and work is continuing on improving the I-15 and US-20 interchange. He reported that all of the FY19 projects were delivered by the due date. A team was established to construct 17 bridges in Districts 4, 5, and 6 via the design build construction method. Due to the economy of scale and the team's efforts, \$4.7 million were saved in design and construction costs. He also recognized staff for its award-winning US-20, Thornton Interchange project.

Member Gagner commended DE Minzghor for his leadership, noting that DE Minzghor was very instrumental in the establishment of the bridge team and in its success. Chairman Whitehead also thanked DE Minzghor for the report and for his accomplishments.

Public Transportation Advisory Council (PTAC) Appointments: Districts 4 and 6. Public Transportation Manager (PTM) Kim McGourty said the office solicited applications for the Districts 4 and 6 PTAC members. The PTAC moved by unanimous consent that the two applicants from District 4 and the three applicants from District 6 are fit to serve on the Council. The District 4 member's term will begin July 1, 2018 and expire June 30, 2021. In an effort to streamline the member terms to better correspond with the meetings, the District 6 member's term will begin January 2019 and expire June 30, 2021.

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

RES. NO. ITB18-33 WHEREAS, Idaho Statute 40-514 states that public entities that use public funds to provide public transportation services within the state shall report not less than semiannually to the department the amount of funding expended, audits conducted, the number of passengers carried, the agency vehicles used and the vehicle miles driven to provide transportation for Idaho Citizens. This group was created as the Public Transportation Advisory Council (PTAC) to advise the Idaho Transportation Department on issues and policies regarding public transportation in Idaho. The PTAC shall participate in planning activities, identify transportation needs, and promote coordinated transportation systems. Before setting programs and priorities, the PTAC shall seek pertinent information, facts and data from local government agencies and providers regarding the rural public transportation issues; and

WHEREAS, the PTAC shall be comprised of six (6) members appointed by the Idaho Transportation Board. These members shall be representatives for local governments and agencies, private organizations, citizens groups and private providers that have an interest in public transportation, and people with disabilities and the elderly who utilize public transportation; and

WHEREAS, the Board shall appoint said members from recommendations submitted by said organizations, groups' providers, users and state agencies in

each district. One (1) member shall be appointed from each of the six (6) transportation department director districts as provided in section 40-303, Idaho Code; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 4 and District 6; and the Department received two applications in District 4 and three applications in District 6. The applications from all who submitted were brought forward to PTAC members in July 2018 for review; and

WHEREAS, the ITD – Public Transportation Office hereby brings forth the PTAC applicants that have been reviewed by the seated members of the PTAC and all found by unanimous consensus to be fit candidates for the open seat in Districts 4 and 6.

NOW THEREFORE BE IT RESOLVED, that the Board has determined to appoint Carleen Herring for the District 4 PTAC position for a term from July 1, 2018 through June 30, 2021; and

BE IT FURTHER RESOLVED, that the Board has determined to appoint Michael O'Bleness as the District 6 PTAC member for a term from January 1, 2019 through June 30, 2021.

Division of Motor Vehicles' Status. Motor Vehicle Administrator (MVA) Alberto Gonzalez said the new driver's license system experienced significant problems late last month. The issues are due to the vendor, Gemalto. Staff was able to identify an alternate method to resume issuing drivers' licenses while the vendor addressed its problem. He emphasized that the system outages are not related to the recent transition off of the main frame. During the system outage, the Governor's Office convened a team to remedy the current situation and discuss a long-term solution. MVA Gonzalez expressed appreciation for the counties' patience and understanding during the situation and for staff's efforts to get the system operational.

Member Gagner noted that the Sheriffs' Association requested that the drivers' license responsibilities be relinquished to the state. He believes the Department should be proactive and determine the manpower this would require and associated costs. Vice Chairman Coleman also mentioned that one state uses a contractor to issue licenses. He encouraged staff to explore various options for the issuance of drivers' licenses.

MVA Gonzalez said the Department will contact the sheriffs' offices and research various issues, including proper staffing levels and if staffing and training are adequate for issuing the REAL ID driver's license.

Chairman Whitehead thanked MVA Gonzalez for the update.

Luncheon with the Trucking Advisory Council (TAC). The Board visited informally with the TAC during lunch. Some of the topics discussed were 129,000 pound truck routes and the registration process.

US-20 Corridor, District 6. District 6 Engineering Manager Karen Hiatt said the District is continuing its efforts to improve safety in the US-20 corridor and has eight projects planned in the next six years. Five alternatives have been identified for the Targhee Pass project, which would reconstruct the roadway and add passing lanes starting at the junction with SH-87. In addition to the highway improvements, three of the alternatives include mitigation for wildlife and the other is to not make any improvements; although the no-build option includes variable message signs. FHWA should publish the environmental assessment soon, which will identify the preferred alternative. She emphasized that there will be an opportunity for the public to comment on the environmental assessment.

Tim Reynolds said he is representing a number of people that are interested in wildlife conservation and promoting safe wildlife passage. He believes improving safety and constructing wildlife crossings are a good investment. He provided data on vehicle and wildlife collisions, which he believes are increasing in the corridor.

Jean Bjerke said she is a resident and business owner in Island Park. Safety is paramount and she believes the number of animals on the road is a safety risk. She provided statistics on the number of wildlife that have been hit by vehicles in the area. She encouraged ITD to focus on safety and wildlife connectivity and select an alternative that is based on those criteria.

Island Park Preservation Coalition Chair Ken Watts said a grassroots effort was undertaken to preserve and enhance the multiple uses in Island Park. He noted that the American Society of Civil Engineers graded Idaho's highways a C and bridges a D. He knows there is a funding shortfall to address the state's transportation infrastructure, so the coalition believes it would be fiscally irresponsible to construct wildlife overpasses and/or underpasses. He said numerous groups in Island Park and Fremont County are opposed to wildlife crossings. They don't want their scenic views blocked by fences. They also believe those features would negatively impact the area's economy, which relies on tourism and recreation.

Fremont County Commissioner LeRoy Miller expressed appreciation for the wildlife detection systems that have been installed in the corridor. He believes those have been very beneficial. The commissioners and sheriff believe reducing the 65 mile per hour speed limit during nighttime would reduce the vehicle wildlife collisions. He is concerned that wildlife crossings may have an adverse impact on the area's economy. There will be an advisory ballot during the November general election to determine if county residents support wildlife crossings.

Representative Hanks summarized some of the previous comments regarding the community's opposition to overpasses, concerns with economic issues, and the county advisory ballot. She believes reducing the speed limit and removing trees from along the highway are better options. She acknowledged the deteriorating roadway and encouraged the Board to advance those improvements in the Program. She also questioned IPlan and if the Department is implementing it.

Chairman Whitehead thanked all of the speakers for their comments. The Board appreciates hearing the publics' concerns. It makes funding decisions based on input from the ITD professionals and with respect to what is in the state's best interest. He mentioned the upcoming public hearing and encouraged the public to participate in that process.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 2:50 PM.

signed

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
October 26, 2018
Boise, Idaho

September 13, 2018