

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 13, 2018

The Idaho Transportation Board convened at 8:30 AM on Thursday, December 13, 2018 at the Idaho Transportation Department in Boise, 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
Brian Ness, Director
Larry Allen, Lead Deputy Attorney General
Sue S. Higgins, Executive Assistant and Secretary to the Board

Safety Share. Chief Operations Officer (COO) Travis McGrath said District 4 maintenance employees were concerned that vehicles' open doors were not visible at night. The doors occasionally protrude into travel lanes. They put reflective tape on the inside of the door, making it visible at night. This is being implemented in other Districts. He commended the employees for identifying a risk and addressing it.

Chairman Whitehead thanked COO McGrath for the report and commended the employees for their innovation to address this hazard.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on November 14, 2018 as submitted. Member Vassar seconded the motion and it passed unopposed.

Board Meeting Dates. The following meeting dates and locations were scheduled:
January 17, 2019 – Boise
February 21, 2019 – Boise
March 21, 2019 – Boise

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB18-41 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 contract for award and the contract for rejection.

December 13, 2018

1) Contract for Award. The low bid on key #20017 – I-15, Milepost 167 to Montana State Line, District 6, was more than ten percent over the engineer’s estimate, requiring justification and Board approval. The major differences between the engineer’s estimate and low bid were in the Microsurfacing, Traffic Control Maintenance, and Rumble Strips items. The District believes the uncertainty of finding a source that can produce a large quantity of special graded material was a contributing factor to the higher bid. Additionally, there are limited options for companies in the area that can perform the traffic control operations and the project is in a remote location. Staff found no evidence of bid manipulation and does not believe a significant cost savings would be realized by modifying the design and rebidding the project. It recommends awarding the project. Low bidder: Riverside Contracting, Inc. - \$3,988,532.

2) Contract for Rejection. The low bid on key #20034 – US-95, Junction Spring Hill Road Seal Coats, District 1, was more than ten percent over the engineer’s estimate, requiring justification and Board approval to reject it. The Chip Seal Warranty, Special Traffic Control Operations for Warranty Seal Coating, and Mobilization were the main differences between the engineer’s estimate and low bid. The policy of state-funded projects requiring 95% Idaho residents may have accounted for the higher prices, as both bidders are from out of state. Other factors for the higher bids may be the small quantities, increased haul distance, and remote location. The District believes there is a potential for savings if the project is re-advertised. The existing roadway is performing adequately and completion of the project could be delayed without major complications. The District recommends rejecting the bid. Low bidder: Central Washington Asphalt Inc. - \$543,204.

Informational Items. 1) Contract Awards and Advertisements. Key #20340 – SH-57, Emergency Repair Mileposts 1.92 and 2.10, District 1. Low bidder: Earthworks Northwest Inc. - \$535,500.

Key #19373 – US-95, Whitebird Grade Rehab, District 2. Low bidder: Knife River Corporation – Mountain West - \$4,094,755.

Keys #20106 and #20148 – I-84, Mountain Home to Cold Springs Interchange, District 3. Low bidder: Knife River Corporation – Mountain West - \$21,694,234.

Key #20842 – I-84, Cloverdale Road Overpass Bridge, District 3. Low bidder: Concrete Placing Company Inc. - \$10,230,154.

Key #19512 – District 2 Seal Coats. Low bidder: Knife River Corporation – Mountain West - \$2,736,000.

Key #19812 – I-15, FY20 District 6 Ballast Stabilization. Low bidder: Knife River Corporation – Mountain West - \$9,477,200.

Key #13946 – US-95, Little Rainbow Bridge, District 3. Low bidder: Braun-Jensen Inc. - \$4,103,000.

Key #19992 – SH-39, Sheep Trail to Hoff Bridge, District 5. Low bidder: Staker & Parson Companies DBA Idaho Materials Construction - \$1,998,712.

Keys #19645 and #19856 – US-95/SH-19, Oregon State Line to Wilder South City Limits and Oregon State Line to Caldwell, District 3. Low bidder: Knife River Corporation – Mountain West - \$2,899,165.

Key #19442 – I-84, Oregon State Line to Caldwell Bridge Rehabs, District 3. Low bidder: Record Steel & Construction Inc. DBA RSCI - \$2,958,668.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From October 27 through November 23, 21 new professional services agreements and work tasks were processed, totaling \$5,399,943. Three supplemental agreements to existing professional services agreements were processed during this period in the amount of \$133,990.

3) Annual Report on the Outdoor Advertising Program. At the close of federal FY18, there were 1,168 signs, with 18 illegal and 218 non-conforming signs throughout the state. Ten of the 12 new sign applications were approved during the fiscal year. One of the two denied sign applications was appealed.

4) State FY19 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 1.5%. Total receipts from the Highway Distribution Account were 0.6% or \$0.4 million more than forecast; however, the single month of October had receipts below October's forecast by \$1.2 million or 6.6%. This reduction was led by special fuels and staff is monitoring to see if there was a reporting issue or if there is a slowing in collections. State revenues to the State Aeronautics Fund were ahead of projections by 22%, or \$228,000. Expenditures were within planned budgets. Personnel costs had savings of \$4.4 million or 10% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$218.5 million for FY19 year-to-date.

The balance of the long term investments was \$135.5 million at the end of October. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$52.9 million were \$59 million less than at the end of June. Expenditures in the Strategic Initiatives Program Fund through October were \$6.5 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$5.9 million, or 5% ahead of forecast.

5) Monthly Reporting of Federal Formula Program Funding through November. Idaho received obligation authority of \$64.7 million through December 7 via a continuing resolution. This corresponds to \$65 million with match after a reduction for prorated indirect costs. This includes \$11.7 million of Highway Infrastructure General Funds carried over from last year. Idaho has received apportionments via notices through December 3, 2018 of \$320.4 million, which includes Redistribution of Certain Authorized Funds and \$11.7 million of Highway

Infrastructure General Funds carried over from last year. Obligation authority is 20.2% of apportionments. Of the \$65 million allotted, \$42 million remains.

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

Director's Monthly Report on Activities. Director Ness provided highlights from the year. Employee safety was a major focus. ITD took the lead on the governor's Autonomous and Connected Vehicle Testing and Deployment Committee. The state's roads were clear of ice and snow 85% of the time during the 2017-2018 winter. Eighty-five percent of employees participated in the 4th culture survey, which showed a slight improvement in the progression towards a more humanistic and encouraging workplace. He commended staff for its exemplary efforts to deliver the program, as it exceeded the goal of having 100% of the FY19 projects ready for construction by September 30, 2018. The Department also received numerous awards, including for the US-95 Cougar Creek project; the US-20, Broadway Bridge; the SH-75, Big Wood River Bridge; and the highway safety Shift campaign.

Director Ness mentioned that Public Transportation Manager (PTM) Kim McGourty will be leaving ITD. Freight Program Manager (FPM) Jeff Marker will assume the PTM position. He also thanked Member Gagner for his service on the Board and wished him well in his retirement.

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

Chairman Whitehead thanked Director Ness for the report and for his service.

Annual Freight Advisory Committee (FAC) Report. FAC Chairman Winston Inouye said some of the FAC's tasks are to educate stakeholders and provide data. It is working with ITD to incorporate freight interests in planning. Some of the topics at the 2018 Freight Summit were the long-range plan, parking issues, the Port of Lewiston, and emerging technologies and autonomous vehicles. The FAC also discussed multimodal freight opportunities, including challenges with truck and rail transportation.

Chairman Whitehead thanked FAC Chairman Inouye for the report and for his service on this important Committee.

Autonomous and Connected Vehicle Update. FPM Marker presented the Autonomous and Connected Vehicle Testing and Deployment Committee's report. The Committee met three times to discuss the future of automated vehicles and connected vehicles. It reviewed activities at the federal and state level. The Committee developed a number of recommendations related to legislation and policy, testing and deployment, infrastructure, economic impacts, research, and public engagement. He also mentioned that ITD is partnering with the Idaho National Laboratory, Ada County Highway District, and Boise State University on efforts related to weather information, allowing traffic signals to change to accommodate buses, traffic signal timing, and using autonomous vehicles as shuttles.

The Board commended FPM Marker for the informative presentation.

129,000 Pound Trucking Request – District 4. FPM Marker said a request to designate SH-75 from milepost 73.66 to 115.856 in District 4 as a 129,000 pound truck route was received. Staff’s analysis determined that the route, including the nine bridges, can support the higher weight limit. A public hearing and public comment period were held. The majority of comments opposed the route designation, mainly due to concerns with safety and the pavement condition. Staff presented its findings to the Board Subcommittee on 129,000 Pound Truck Routes last month and recommended approving the route. The Subcommittee concurred.

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

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB18-42 Transportation Board to designate state highways for permitted vehicle
 combinations up to 129,000 pounds upon request; and

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

WHEREAS, the Idaho Transportation Department has received a request for 129,000 pound trucking operations on SH-75 in District 4; and

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

WHEREAS, upon completion of the engineering and safety analysis, a 30-day public comment period was held, including an opportunity for verbal testimony, and 15 total comments were received, 11 opposing SH-75 approval specifically, three opposing 129,000 pound trucking operations in general, and one supporting in general; and

WHEREAS, the Chief Engineer’s representative presented the Chief Engineer’s analysis to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on November 13, 2018 with a recommendation to approve the requested route; and

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

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analysis and recommendation to the full Board at the regularly scheduled Board meeting of December 13, 2018.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analysis and recommendation on SH-75, Milepost 73.66 to 115.856 and the recommendation of approval from the Board Subcommittee; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 4.

Public Transportation (PT) Office Annual Update. PTM McGourty reported on some of the Office's accomplishments this past year. It completed the statewide Public Transportation Plan, which aligns with ITD's mission of safety, mobility, and economic opportunity. Staff conducted 18 grantee site reviews; provided training on Capital Construction, Title VI and Americans with Disabilities Act, and Vehicle Maintenance Management and Inspection; and hosted the second annual PT Summit. Idaho State Police inspected 811 transit vehicles and providers reported 3,454,681 trips in FY17.

PTM McGourty said the Federal Transit Administration conducted a thorough audit, which resulted in four findings. She also summarized the PT grant programs and highlighted some of staff's activities in addition to their regular duties, such as participating in the Emerging Leaders Program, participating on the national Rural Technical Assistance Program Review Board, and assuming the Emergency Response Liaison role.

Chairman Whitehead thanked PTM McGourty for the informative report and wished her well in her next endeavors.

Chief Deputy Stokes presented PTM McGourty with a certificate of appreciation for her leadership and service to the Department and state.

Public Transportation Advisory Council (PTAC) Annual Update. PTAC Chair Maureen Gresham said the Council's purpose is to participate in PT planning activities, identify transportation needs, and promote coordinated transportation systems. It provides funding recommendations using ridership, asset conditions, sustainability, and capacity and implementation as metrics. It identified safety and security performance measures, provided assistance to transit providers, and looked at technology to ensure it meets users' needs.

The Board commended PTAC Chair Gresham and the members for their valuable service.

Update on Division of Motor Vehicles (DMV) Operations. Motor Vehicle Administrator (MVA) Alberto Gonzalez said the new GEM system has been stable for over 100 days. The number of drivers' licenses and identification cards being issued daily has been exceeding the number of daily transactions completed a year ago. He believes the system is stable and is improving the process. Counties are processing documents faster. ITD is providing training and support. Online services are also being improved and citizens will be encouraged to use the online services.

MVA Gonzalez also reported on options for issuing drivers' licenses in response to the Sheriffs' Association's interest in relinquishing those responsibilities to the state. One option is a blended delivery system that allows counties to pool resources from the sheriffs' office with the assessors' office to augment cross-functional staff. Some counties currently do that. A third party vendor or privatization option was explored. Although that may be possible, it is generally more expensive. Staff also looked at a model for ITD to operate the drivers' licenses offices. There are currently 65 offices in the state. Because ITD could not operate 65 offices, it would consider establishing regional DMV offices. MVA Gonzalez said he talked to the Sheriffs' Association about these options and currently, the consensus of the Association was to not pursue legislation relinquishing the responsibilities to the state. It will focus on other options, including obtaining proper funding. He concluded by stating the DMV County Leadership Conference held in October was successful. It improved relationships and identified best practices.

The Board commended MVA Gonzales for his leadership and exceptional handling of the drivers' license system failure.

Trucking Advisory Council (TAC) Annual Report. TAC Chairman John Pocock said the Council received updates on the federal electronic log regulations. It was informed of 129,000 pound truck routes and continues to have concerns with the time-consuming process to designate these routes. It also received updates on special permits, the registration process, winter maintenance efforts, and construction projects. It has concerns with motorists not abiding by the speed limit in construction zones. The industry is also concerned with the shortage of truck drivers. TAC Chairman Pocock expressed appreciation for the opportunity to meet with the Board and thanked staff for its assistance.

Vice Chairman Coleman suggested visiting with community colleges about the feasibility of training drivers. Member Horsch expressed concern with unsecured loads, particularly hay and straw. He encouraged the industry to police itself.

Chairman Whitehead thanked Chairman Pocock for the report and for the valuable service the TAC members provide.

Executive Session on Legal Issues. Member Vassar made a motion to meet in executive session at 11:18 AM to discuss legal issues as authorized in Idaho Code Section 74-206(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 11:42 AM. It recessed at this time.

The Board reconvened at 3:00 PM at the Local Highway Technical Assistance Council (LHTAC). The two groups talked about various funding issues, including the feasibility of local jurisdictions sharing impacts fees with ITD; the possibility of the Governor establishing another task force to address transportation funding, particularly because of the extensive growth that has been occurring; the importance of informing legislators of transportation projects and successes;

the importance of working together and with metropolitan planning organizations; and the need to highlight the costs of maintaining the transportation system.

LHTAC summarized the Children Pedestrian Safety and Transportation Alternatives Programs, noting the two programs are popular and have been successful. It also mentioned efforts to coordinate permitting: encouraging locals to develop maps for overlegal vehicles and encouraging them to opt-in to authorize ITD to issue permits.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 4:55 PM.

signed

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
January 17, 2019
Boise, Idaho

December 13, 2018