

DISTRICTS 1 AND 2 TOUR AND REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD

July 10-11, 2014

The Idaho Transportation Board met at 8:00 AM, on Thursday, July 10, 2014, in Lewiston, 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 W. Ness, Director  
Scott Stokes, Chief Deputy  
Larry Allen, Lead Deputy Attorney General  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Districts 1 and 2 Tour. The Board visited the Port of Lewiston. Port Manager Dave Doeringsfeld summarized the facilities' mission and activities. Economic development is its main focus. One of its challenges is dredging the river and the biological opinion. Manager Doeringsfeld thanked the Board for various improvements made to US-95. He expressed concern with the status of US-12 and emphasized the importance of ensuring its use for commerce.

While traveling north on US-95, District 2 staff briefed the Board on the Thorncreek to Moscow project. In Moscow, the Board toured the recently-completed Intermodal Transit Center. Various officials emphasized the collaboration that resulted in the Center's construction, including a \$1.5 million federal grant. The facility is owned by the City of Moscow; however, it is located on the University of Idaho campus.

The tour continued north on US-95. During lunch at the Plummer Maintenance Shed, maintenance employees demonstrated innovations and efficiencies. The Board traveled US-95 north to Coeur d'Alene and local routes to Post Falls. After touring Ground Force, which manufactures large mining equipment, the Board returned to Coeur d'Alene.

WHEREUPON the tour recessed at 3:40 PM.

July 11, 2014

The Board reconvened at 8:00 AM on Friday, July 11, 2014, at the District 1 Office in Coeur d'Alene, Idaho. All members were present.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on June 18-19, 2014 as corrected. Member Gagner seconded the motion and it passed unopposed.

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

August 20-21, 2014 – Districts 3 and 4 tour; meeting in District 4  
September 17-18, 2014 – District 6  
October 15, 2014 – Boise

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

RES. NO.        WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB14-23        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 appointment of the District 5 Public Transportation Advisory Council member and the award of contracts exceeding the engineer's estimate by more than ten percent.

1) District 5 Public Transportation Advisory Council (PTAC) Appointment. Kathleen Lewis was appointed to represent District 5 on the PTAC with a term to expire May 30, 2017.

2) Approval of Contract Awards. The low bid on key #12301 – SH-3, Bridge Deck Life Extensions, District 1, was more than ten percent over the engineer's estimate, requiring justification and Board approval. Major differences between the engineer's estimate and low bid were in Wedge Milling, Concrete Bridge Deck Removal, and Special Bridge Epoxy Overlay. Staff believes the differences were due to the overall increase in materials and mobilization costs relative to the small quantities. The District does not believe any savings would be realized by re-advertising the project, so recommended awarding the project. Low bidder: West Company, Inc. - \$635,882.

The low bid on key #12942 – Dent Bridge Road Milepost 1, Clearwater County, District 2, was more than ten percent over the engineer's estimate requiring justification and Board approval. The major difference between the engineer's estimate and the low bid was in Excavation, Granular Subbase, ¾" Aggregate Type A for Base, and Special – Compacted Backfill. The engineer's estimate did not account for the small quantity items or the remote location. There are no discrepancies indicating that the bid is irregular. The project is to repair the roadway due to an emergency condition, so Clearwater County and the Local Highway Technical Assistance Council recommended awarding the project. Low bidder: Debco Construction - \$281,452.

Informational Items. 1) Monthly Financial Statements. Net obligations through June 23 totaled \$274.1 million. Of those obligations, \$259.2 million were for activities programmed for 2014. The Program estimated those activities at \$247.8 million. The net cumulative obligations exceeded the three-year average of \$240.3 million for the same period.

Through May, federal aid to the State Highway Fund totaled \$241 million, or about 2% less than the same time period last year. Revenue from the Highway Distribution Account was 1.1% below the year-to-date estimates. Miscellaneous revenue and transfers in from the elimination of the ethanol exemption were \$1 million more than expected. Personnel expenditures were 3% less than budgeted through May. Total expenditures, including encumbrances, for operations reflected a 10% positive variance. Capital equipment had a 31% negative variance, which is a timing difference in allotments versus contracts issued.

Aviation fuel tax revenue through May was 4.9% above projections. Miscellaneous revenue to the State Aeronautics Fund was 11% ahead of the forecast. Overall expenditures were less than budgeted. To date, \$797,900 in trustee and benefit payments have been made.

2) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). From June 1 to June 24, the BSM Section processed five new professional service agreements in the amount of \$1,827,225.

3) Annual Report of Activities to the Board of Examiners. ITD did not submit any requests to the Board of Examiners during FY14.

4) Contract Awards. Key #11551 – Prairie Avenue; Meyer to Huetter Road, District 1. Low bidder: Interstate Concrete & Asphalt Company - \$2,737,393.

Key #13967 – SH-24, Milepost 18 to Milepost 32, Minidoka County, District 4. Low bidder: Kloepfer, Inc. - \$1,431,018.

Key #12430 – I-15, FY15 District 5 Fence Repair. Low bidder: Specialty Construction Supply, LLC - \$359,927.

Key #13574 – I-15 and US-20, Ramp Improvements, District 6. Low bidder: H-K Contractors, Inc. - \$464,955.

5) Professional Services Agreements and Term Agreement Work Tasks Report. From June 2 through June 20, 16 new professional services agreements and work tasks were processed, totaling \$1,651,053. Two supplemental agreements to existing agreements were processed during this period in the amount of \$78,200.

6) Speed Minute Entry Changes for June 2014. The following speed minute entries were processed during June in Districts 2 and 4:

<u>Route</u>	<u>Beginning</u>	<u>Ending</u>	<u>Speed Limit</u>	
	<u>Milepost</u>	<u>Milepost</u>	<u>Old</u>	<u>New</u>
SH-14	31.100	31.420	35	45
SH-75	115.775	115.501	25	35

7) Administrative and Legal Settlements of Right of Way Acquisitions. From January 1 through June 30, 2014, the Right of Way Section processed 11 administrative settlements totaling \$321,725 and 7 legal settlements in the amount of \$341,321 as part of its right-of-way acquisition process.

Adopt-A-Highway (AAH) Presentation. Vice Chairman Coleman thanked the Proud Employees of Idaho Forest Group for participating in the AAH Program. He commended the group for its valuable service.

Director's Report. Director Ness reported on recent activities, including the Governor's Cabinet meeting where he provided updates on the 129,000 pound truck route applications and the Department's organizational culture study; the completion of all individual performance plans by the end of the 2014 fiscal year; and the Division of Motor Vehicles' (DMV) development of a free mobile application to test a person's knowledge of the rules of the road. Due to several factors, the end-of-the-year Strategic Plan report will be presented next month. Amy Revis has been selected to fill the District 3 Engineer position, effective July 21. Director Ness thanked Chief Engineer Dave Jones for his service as acting District 3 Engineer for the past six months. The Department of Agriculture commended ITD for its assistance with the invasive species program. In conclusion, he reported on a public awareness campaign to prevent distracted driving, focusing on the dangers of texting while driving.

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

Chief Deputy Stokes reported on the Division of Aeronautics' efforts to develop operating procedures for the most popular backcountry airstrips. The Division is receiving commendations for its efforts to address safety.

Chief Operations Officer (COO) Jim Carpenter said the Department's construction work is ahead of previous years. Due to concerns with insufficient revenue to the federal Highway Trust Fund, the advertisement of several projects was delayed; however, based on information from the U.S. Department of Transportation, the advertisement and award of projects is continuing. The three expansion projects: US-95, Thorncreek to Moscow; US-95, Council Alternate Route; and US-20, Thornton Interchange are proceeding well and continue to be on schedule. He also reported on Innovate ITD!, acknowledging individuals who submitted ideas and recognizing the employees whose ideas were implemented.

Chairman Whitehead welcomed Senator Shawn Keough and Representative George Eskridge to the meeting. He thanked them for their continued support.

Delegation – City of Oldtown. Oldtown Mayor Lonnie Orr reported on the City's expansion plans and economic development efforts. He thanked the Board for the improvements planned on US-2. The City has safety concerns with the SH-41 railroad overpass, specifically for pedestrians and because there are no lights in that vicinity. He noted that the overpass is scheduled to be replaced in several years, but expressed interest in partnering with ITD to address safety concerns now.

In response to Member Horsch's question on potential projects, such as lighting, Mayor Orr said lighting has been discussed, but there are no funds available for that. The City removes snow from the sidewalk in winter, which helps

address safety, but otherwise, he does not know what else can be done. Member Horsch said ITD inspects bridges on a regular basis to ensure the structure is safe. He indicated the District may be able to help with short-term remedies.

Chairman Whitehead thanked Mayor Orr for his presentation.

Delegation – City of Ponderay. Ponderay Mayor Carol Kunzeman thanked the Board for its service to the state. She expressed gratitude for the major improvements that have been made to northern Idaho's transportation system. She emphasized that the Sandpoint Byway is especially beneficial and the community really appreciates it.

Chairman Whitehead thanked Mayor Kunzeman for her comments.

Delegation – Bonner County Area Transportation Team (BCATT). BCATT Chairman Glen Bailey provided background on the Team, noting it was created in 1995 to address the area's transportation issues. He thanked ITD for its valuable partnership. BCATT is establishing a rail advisory council to consider issues such as delays to vehicle traffic at crossings and potential derailments. BCATT is very appreciative of the numerous improvements to the area's transportation system, particularly to US-95.

Chairman Whitehead thanked BCATT Chairman Bailey for his remarks.

Delegation – City of Sandpoint. Sandpoint Mayor Carrie Logan provided an update on efforts to address the US-2 traffic in downtown Sandpoint. She believes an acceptable solution has been reached, partly due to Vice Chairman Coleman's active involvement. The operational changes on 5<sup>th</sup> Street are estimated to cost between \$2 million and \$2.5 million. The City is willing to partner by acquiring easements or funding improvements such as street lights or conduit for fiber optic cable. The proposal is scheduled to be presented to the Sandpoint City Council next week.

Vice Chairman Coleman thanked Mayor Logan for her efforts to address the US-2 traffic in Sandpoint. He believes the operational change will work well, partly due to the elimination of some left turns. He added that the City is aware that the change may create delays to traffic crossing 5<sup>th</sup> Street. Mayor Logan concurred. The City knows the change may result in congestion on some of the side streets; however, that is an acceptable tradeoff.

Chairman Whitehead expressed appreciation for the City's partnership. He believes it will be a good improvement to the transportation system.

Delegation – City of Bonners Ferry. Bonners Ferry Mayor David Anderson expressed concern with inadequate shoulders on US-95 in Bonners Ferry. This results in commercial vehicles encroaching on the other lane at places. He expressed appreciation for the numerous improvements that have been made to US-95 over the years; however, the highway in Bonners Ferry is now a bottleneck. He requested improvements to the highway.

Chairman Whitehead thanked Mayor Anderson for his comments. Vice Chairman Coleman concurred with the need to improve US-95 in Bonners Ferry. He added that the Department's funds are insufficient and encouraged Mayor Anderson to support efforts to increase the state's transportation revenue.

Chairman Whitehead welcomed Representative Kathy Sims to the meeting.

District 1 PTAC Annual Update. Representative and PTAC Member George Eskridge emphasized the importance of public transportation, particularly to rural communities. In addition to improving the quality of life, it also has economic benefits and helps address congestion. He reported on the four providers in the District and noted that ridership is continuing to increase. PTAC and the District Coordinating Council work with local officials to coordinate public transit services and ensure the services are efficient and effective. He commended ITD staff for its assistance.

Member Vassar thanked Representative Eskridge for his service on PTAC and for his support of ITD. The Board commended his valuable contributions to transportation and said that his leadership and assistance on transportation issues in the legislature will be missed.

2015 Proposed Legislative Ideas. Government Affairs Manager (GAM) Mollie McCarty presented eight legislative ideas. The DMV concepts include background checks for county employees accessing DMV systems, making the driver license or identification card the primary proof of legal name needed for titling and registering vehicles, removing wholesale dealers from the Idaho Consumer Asset Recovery Fund requirements, implementing new Commercial Driver's License (CDL) testing and Commercial Learner's Permit standards, implementing a 14-day holding period for commercial learner's permit prior to obtaining a CDL, cleaning up Idaho Code related to the vehicle title process, and cleaning up language related to motor vehicle liens sales. The other proposal is to clean up a section of Idaho Code related to outdoor advertising and junkyards. PTAC also has two legislative proposals: expand PTAC to seven members and local option tax to fund public transportation.

GAM McCarty said the approved ideas will be submitted to the Division of Financial Management. Upon approval, legislation will be drafted. She recommended a small legislative package due to anticipated efforts to enhance revenue and to limit the staff resources needed to address legislation.

Chairman Whitehead thanked GAM McCarty for the presentation. He said the Board will consider the proposals later. (See later minute entry.)

Rules Governing Safety Rest Areas – IDAPA 39.03.50. Maintenance Services Manager (MSM) Steve Spoor summarized proposed changes to IDAPA 39.03.50, Rules Governing Safety Rest Areas. The main revision clarifies the terms "fireworks and incendiary devices". Clarifying language related to soliciting restrictions and hours of rest restrictions for truck drivers is also proposed. He added that staff intends to request approval of the changes next month.

Chairman Whitehead thanked MSM Spoor for the presentation.

Additional 129,000 Pound Designated Routes in District 4. COO Carpenter said three requests to designate routes up to 129,000 pounds have been received: SH-77, Milepost 25.11 to 30.67; SH-25, Milepost 52.45 to 58; and SH-25, Milepost 37.57 to 46.02. The Chief Engineer's analyses have been completed. DMV, the Bridge Section, and District 4 concur that the three routes can accommodate the request. No negative comments on the three District 4 routes under consideration were received during the public hearing or public comment period. The requests were then presented to the Board Subcommittee on 129,000 Pound Truck Routes last month.

Member Kempton elaborated on the Board Subcommittee on 129,000 Pound Truck Routes meeting. The Subcommittee approved the three route requests.

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  
ITB14-24 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 three requests for 129,000 pound routes in District 4: SH-77, Milepost (MP) 25.11 to 30.67; SH-25, MP 52.45 to 58; and SH-25, MP 37.57 to 46.02; and

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

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and no adversarial comments were received on

the three specific routes; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on June 18, 2014, with a recommendation to approve all three routes; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the three route requests; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to the full Board at the regularly scheduled Board meeting of July 2014.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on the SH-77, MP 25.11 to 30.67; SH-25, MP 52.45 to 58; and SH-25, MP 37.57 to 46.02 routes, 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 three referenced route requests in District 4.

District 1 Report. District Engineer (DE) Damon Allen reported on some of the District's activities and performance measures. In FY14, it committed to delivering 10 projects, but delivered 11. It met its FY15 target of delivering six projects. With 85% of the District's pavement in good condition, it exceeded the goal of 82%; however, the District's 70% of bridges in good condition was below the goal of 80%. The mobility index of 72% exceeded the state goal of 55%.

DE Allen reported on the GARVEE projects, which should be completed this summer, resulting in 13 miles of four-lane divided highway and three new interchanges. He believes it will greatly improve safety on the US-95 corridor. He summarized several partnerships, including the plans to shift traffic in Sandpoint and the relinquishment of some state highways to the City; assisting the City of Post Falls with its Greensferry Road Bridge overpass; and constructing a turn bay on SH-53 at Pleasant View Road with the Post Falls Highway District. In closing he highlighted an innovation for inventorying signs. The previous method to inventory signs was labor- and time-intensive, requiring multiple entries. With the new mobile application, up to 200 signs can be inventoried in one day by a two-person crew. The data is also updated immediately to TAMS.

Chairman Whitehead thanked DE Allen for the interesting report and for his service.

Proposed Changes to Interstate Speed Limits. Engineering Services Administrator (ESA) Blake Rindlisbacher summarized legislation approved in 2014 that allows speed limits on Interstates to be raised to 80 miles per hour (MPH) and up to 70 MPH on state highways; however, trucks are limited to 10 MPH less than other vehicles in nonurban areas and are limited to 65 MPH in urban areas. A traffic and engineering investigation was performed on the sections of Interstate where changes are proposed on I-84, I-86, and I-15. Reviews on I-90 will be conducted later. The analyses considered factors such as crash data, roadway geometrics, and skid resistance. Staff contacted Idaho State Police (ISP), with varied responses. Overall, ISP was supportive of increasing the speed limit because traffic, as a rule, is traveling close to 80 MPH now; however, ISP expressed some concern with the higher speed limits during winter.

ESA Rindlisbacher said national studies indicate that the 85<sup>th</sup> percentile speed (the speed that 85% percent of motorists travel) is the safest speed; although there is some concern with the differential speed limit for trucks. He summarized a Utah study conducted after its speed limits were increased to 80 MPH on certain Interstate segments. The study reported a decrease in traffic crashes.

ESA Rindlisbacher mentioned that ITD received concerns with increasing the speed limit from the Idaho Trucking Association and AAA Idaho. Some of the comments relate to the differential speed, the studies were conducted too hastily and were not thorough, and changes to the speed limit should be made incrementally, not all at once. Because of these concerns, the Design/Traffic Services Engineer at Headquarters reviewed every district minute entry to ensure the

analyses were complete and consistent statewide. Regarding the differential speed limit, as a rule, the Interstates in southern Idaho are generally flat and wide open, which allows for motorists to plan accordingly when approaching commercial vehicles. ESA Rindlisbacher added that the Department also received support to increase the speed limits.

Member Kempton commented that the Utah Department of Transportation conducts annual reviews on its speed limits. He asked if the Department intends to review the adjusted speed limits. ESA Rindlisbacher responded that Utah's legislation required the annual review. ITD can conduct annual reviews.

Member Kempton said the legislation indicated the speed limit change is to be in the public interest. He asked what constitutes the public's interest. ESA Rindlisbacher replied that the public interest is safety. He added that increasing the speed limit to 80 MPH will result in better compliance, as motorists are generally driving close to that speed now. Member Kempton said he is not averse to increasing the speed limit; however, he supports an annual review.

Member Horsch concurred with an annual review. He expressed concern with some sections of I-84 that have steeper grades, which will be more difficult for commercial vehicles to climb, resulting in an increased differential speed limit. Additionally, a section of I-84 near King Hill has a curve that he questioned if cars could safely handle at 80 MPH.

Member Vassar commented that she seldom drives on these Interstates, but she is concerned with safety and believes any increase in the speed limit should be monitored.

Chairman Whitehead thanked ESA Rindlisbacher for the thorough presentation. (See later minute entry.)

Executive Session on Legal Issues. Member Vassar made a motion to meet in executive session at 11:35 AM to discuss legal issues as authorized in Idaho Code Section 67-2345(f). Member Gagner seconded the motion and it passed 6-0 by individual roll call vote.

Discussions were held on legal matters.

The Board came out of executive session at 2:00 PM.

Proposed Legislative Ideas, Revisited. Member Vassar made a motion, seconded by Member Gagner, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Governor's Office has requested that State agencies  
ITB14-25 submit Legislative Ideas to the Division of Financial Management (DFM) for review and approval; and

WHEREAS, the Idaho Transportation Board has requested that staff prepare and submit Legislative Ideas that will serve to advise the Governor and DFM of agency issues with legislative solutions.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves submittal of Legislative Ideas below to DFM, and, upon approval, the development of draft legislation by Department staff for subsequent review and approval:

- I-15-004 Remove Wholesale Dealers from Idaho Consumer Asset Recovery Fund Requirements;
- I-15-005 Commercial Learner's Permit;
- I-15-006 Commercial Learning Permits Waiting Period;
- I-15-007 Vehicle Title Process Clean-Up; and
- I-15-008 Motor Vehicle Liens Sales – Business Process Clean-Up

Proposed Changes to Interstate Speed Limits, Revisited. Member Kempton made a motion, seconded by Member Horsch, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, Idaho Code 49-654 specifies that the maximum allowable speed  
ITB14-26 limit on the Interstate Highway System may be increased to eighty (80) miles per hour if the Idaho Transportation Board concurs with legislated Idaho Transportation Department staff analysis; and

WHEREAS, Idaho Code 49-654 limits the maximum speed of vehicles with five (5) axles operating at a gross weight of more than twenty-six thousand (26,000) pounds to not less than ten (10) miles per hour less than vehicles with less than five (5) axles; and

WHEREAS, the Department staff has completed engineering and traffic studies on the routes and segments listed below; and

WHEREAS, the Department staff is aware of concerns regarding speed limit increases from the public as well as recent comments from the Idaho Trucking Association and the AAA Idaho; and

WHEREAS, the Department staff has considered effects of maximum speed limit increases as part of the engineering and traffic studies; and

WHEREAS, the Department staff has considered all comments received in light of the studies conducted; and

WHEREAS, the Department staff concludes that an increase in the speed limit on the Interstate Highways on the segments listed is in the public interest; and

WHEREAS, the Department will conduct an annual review of adjusted speed limits.

*NOW THEREFORE BE IT RESOLVED*, that the Board concurs with the proposed speed limit changes on Interstate Highways 84, 86, and 15 as follows:

<u>Route</u>	<u>Beginning Milepost</u>	<u>Ending Milepost</u>	<u>Speed Limit</u>	
			<u>Old</u>	<u>New</u>
I-84	0.000	25.500	75	80
I-84 (trucks)	0.000	25.500	65	70
I-84	55.000	275.650	75	80
I-84 (trucks)	55.000	275.650	65	70
I-86	0.000	61.288	75	80
I-86 (trucks)	0.000	61.288	65	70
I-15	0.000	66.780	75	80
I-15 (trucks)	0.000	66.780	65	70
I-15	73.655	117.757	75	80
I-15 (trucks)	73.655	117.757	65	70
I-15	119.690	196.000	75	80
I-15 (trucks)	119.690	196.000	65	70

New Business. Vehicle Services Manager (VSM) Amy Smith summarized proposed changes to IDAPA 39.02.03 Rules Governing Dealer's Principal Place of Business. The temporary rule proposal defines how the Idaho Consumer Asset Recovery (ICAR) fee will be set and by whom, which is the ICAR Board. It clarifies that only dealers who are not exempt shall pay into the fund. Sections for the liability insurance and surety bond information are being moved and renumbered in a more logical flow. It also requires the surety bond for three years in addition to paying into the ICAR fund for newly licensed dealers, as outlined in code. In addition to those revisions, the proposed rule change includes the definition for "reasonable times" for the operation of a dealership. VSM Smith added that the Dealer Advisory Board supports the rule revisions, which staff intends to seek Board approval on next month.

Chairman Whitehead thanked VSM Smith for the presentation.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 2:05 PM.

signed

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JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved  
August 21, 2014  
Stanley, Idaho