

DISTRICT 3 TOUR AND REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

July 23, 2015

The Idaho Transportation Board met at 8:30 AM, on Thursday, July 23, in Boise, Idaho. The following principals were present:

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

Representative Sue Chew was also in attendance.

District 3 Tour. The Board toured the new intermodal transit facility under construction in downtown Boise. Valley Regional Transit is participating in the public/private partnership to construct a central hub for local transit services.

The Board convened at 10 AM at the District 3 Office. Director Brian W. Ness and Deputy Attorney General Larry Allen were also present. District 2 Member Janice B. Vassar participated via teleconference.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on June 15-16, 2015 as submitted. Member Horsch seconded the motion and it passed unopposed.

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

August 19-20, 2015 – District 1
September 16, 2015 – District 6
October 21-22, 2015 – Boise

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB15-26 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 advancing SH-53, North Pleasantview Road Turnbays; the addition of FY15/16 University of Idaho Moscow Safe Routes to School Coordinator; the removal of Local, East Fork Road Pathway, Ketchum; the delay of US-30, FY15 Americans with Disabilities' Act Ramps, Burley and the delay of US-30/US-89, FY15 Americans with Disabilities' Act Ramps, Montpelier; contract awards; a contract rejection; a new effective date for revisions to IDAPA 39.03.01 Rules Governing Definitions Regarding Overlegal Permits; and a new effective date for revisions to IDAPA 39.03.22 Rules Governing Overlegal Permits for Extra Length, Excess Weight Up to 129,000 Pound Vehicle Combinations.

1) Advance SH-53, North Pleasantview Road Turnbays, Key #13860. The Kootenai Metropolitan Planning Organization (KMPO) has been designing an interchange at SH-53 and North Pleasantview Road with High Priority funds from "Bridging the Valley". The design and right-of-way have been completed. Although there are inadequate funds to construct an interchange, funding is available to build an interim turnbay. ITD's partners, including KMPO,

the Post Falls Highway District, and Idaho State Police, request the project be advanced from FY19 to FY15 at a cost of \$387,000. Staff requests authority to adjust the Statewide Transportation Improvement Program (STIP) accordingly.

2) Add FY15/16 University of Idaho Moscow Safe Routes to School (SR2S) Coordinator. The Moscow SR2S project will fund a two-year half-time coordinator position to lead city schools in the principles of the SR2S Program. Transportation Alternative Program (TAP) funds were made available in June, prompting the TAP advisory committee to review existing projects and recommend funding the FY15/16 University of Moscow SR2S Coordinator project for \$62,000. Staff requests approval to amend the STIP accordingly.

3) Remove Local, East Fork Road Pathway, Ketchum, Key #14346. The East Fork Road Pathway will be completed using local funds, resulting in the request to remove the \$15,000 project from the Program and to adjust the STIP accordingly.

4) Delay US-30, FY15 6 Americans with Disabilities Act (ADA) Ramps, Burley, Key #13988 and US-30/US-89, FY15 22 ADA Ramps, Montpelier, Key #14014. The sponsors requested delaying the US-30, FY15 6 ADA Ramps, Burley project for \$8,000 to FY16 and the US-30/89 FY15 22 ADA Ramps, Montpelier project for \$50,000 to FY16. Staff requested authority to adjust the System Support Program and amend the STIP accordingly.

5) Contract Awards for Approval. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification.

Key #13516 – US-95, Pollock Road Turnbay, Idaho County, District 2. The District does not believe the engineer's estimate adequately accounted for the Flagging and Traffic Control Maintenance items. The other items that accounted for the higher bids were plant mix, $\frac{3}{4}$ " crushed base course, and special borrow for embankment fill. Staff believes the differences are due to the relatively small contract quantities and the remote project location. The District recommends awarding the project because the low bid is believed to be a responsive bid. Low bidder: Knife River Corporation – Northwest - \$588,880.

Key #13522 – US-95, Lake Road and Green Creek Road Turnbays, Idaho County. Mobilization accounted for the largest variance between the engineer's estimate and the low bid. Overall, the District believes the higher bids were due to the relatively small contract quantities. It believes the low bid is responsive and recommends awarding the bid. Low bidder: Crea Construction, Inc. - \$215,431.

Key #11495 – Cheney Drive; Washington Street to North College Road, College of Southern Idaho (CSI). The Local Highway Technical Assistance Council (LHTAC) believes the higher bids reflect the active construction season in the area and the low unemployment rate. It does not believe a potential for savings exists if the project is re-bid. CSI will provide funding for the additional costs. There were no obvious errors or oversights and LHTAC recommends awarding the project. Low bidder: Staker & Parson Companies dba Idaho Materials & Construction - \$1,668,514.

Key #13102 – I-86, Raft River Interchange to Register Rock, District 5. The items that make up the majority of the difference between the engineer's estimate and low bid are Furnish Concrete Pavement, Pavement Removal, and Mobilization. Some of the factors for the higher bids appear to be the specialty work involved, there was little historical data on concrete pavement rehabilitation to base the engineer's estimate on, the need for quick-setting additives in the concrete to obtain the 30 calendar day contract time, and the work is spread over 12 miles. The District does not believe there is a potential for savings if the project is re-advertised and recommends awarding the bid. Low bidder: Concrete Placing Company, Inc. - \$806,889.

Key #13123 – FY16 District 6 Ballast Stabilization. The difference between the engineer's estimate and low bid is primarily due to items dealing with the relocation of the stream back to its historic stream bed, Granular Borrow, Superpave Hot Mix Asphalt Paving Including Asphalt and Additives Class Special-2, Obliteration of Pavement Markings, and Angular Rock Base. The higher bid for these items is due to the perceived risk associated with this work. Staff does not believe there is a potential for savings if the project is re-advertised and recommends awarding the bid. Low bidder: Gale Lim Construction, LLC - \$1,098,013.

Key #12962 – I-15, FY16 District 6 District Wide Bridge Preservation. The difference between the engineer’s estimate and the low bid is mainly in the Mobilization, Pedestrian/ Bicycle Railing, Painting Piles, and Cone Bridge Deck Removal Class A items. The District believes the higher bid is due to the perceived risk associated with the work. It does not believe there is potential for savings if the project is re-advertised, so recommends awarding the project. Low bidder: Cannon Builders, Inc. - \$1,158,144.

6) Contract Award for Rejection. The low bid on key #14038 – I-15, Bingham County Line to South Fork Snake River Bridge, District 6, was more than ten percent over the engineer’s estimate, requiring justification. The Mobilization and Special Micro-Surfacing items make up the majority of difference between the engineer’s estimate and low bid. The higher bid is due to the perceived risk associated with this work and the increased unit cost for the emulsified asphalt. It is also a specialized construction process and no Idaho contractor currently performs this work. The District believes there is a potential for savings if the project is re-advertised, so recommends rejecting the bid. Low bidder: Intermountain Slurry Seal, Inc. - \$3,880,821.

7) Administrative Rule 39.03.01 Governing Definitions Regarding Overlegal Permits. Revisions to Rule 39.03.01 Governing Definitions Regarding Overlegal Permits were presented to and approved by the Board on May 21, 2015. However, there was an error regarding the proper effective date. The date of implementation cannot be retroactive from the date of Board approval, so staff requests approving the revisions to Rule 39.03.01 with an effective date of July 23, 2015.

8) Administrative Rule 39.03.22 Governing Overlegal Permits for Extra Length, Excess Weight Up to 129,000 Pound Vehicle Combinations. Revisions to Rule 39.03.22 Governing Overlegal Permits for Extra Length, Excess Weight Up to 129,000 Pound Vehicle Combinations were presented to the Board on May 21, 2015. The Board approved the changes; however, there was an error regarding the proper effective date. The date of implementation cannot be retroactive from the date of Board approval, so staff requests approving the revisions to Rule 39.03.22 with an effective date of July 23, 2015.

Informational Items. 1) Annual Report of Activities to the Board of Examiners. ITD did not submit any requests to the Board of Examiners during FY15.

2) State FY15 Financial Statements. Through May, revenues to the State Highway Account from all state sources were ahead of projections by 3.6%. Of that total, receipts from the Highway Distribution Account were ahead of forecast by 4.1% or \$6.9 million. State revenues to the State Aeronautics Fund were ahead of projections by .3%. Expenditures were within planned budgets with the exception of the Facilities Program, which were more than expected due to a timing difference between planned and actual expenditures plus encumbrances for building projects. Personnel costs have a savings of \$9.4 million or 8.8%. At the end of May, the balance of the long-term investments was \$62.9 million. These funds are obligated against construction projects and encumbrances. Expenditures for GARVEE projects through the end of May exceeded \$54.3 million and are progressing as planned.

3) Monthly Reporting of Federal Formula Program Funding for June. Idaho received funds extending the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation act through July 31. The Department also received apportionments only of \$161,652 due to Redistribution of Certain Authorized Funds on June 23. Idaho received a prorated 83% share of its annual federal formula apportionments or approximately \$255.3 million with match. Obligation authority is currently 93.5% of apportionments. Of the \$216.1 million allotted for all programs, \$12.2 million remains.

4) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section processed four professional service agreements from June 1 to June 30 in the amount of \$241,810.

5) Contract Awards. Key #13875 – SH-8, Deary to Bovill, Latah County, District 2. Low bidder: Poe Asphalt Paving Inc. - \$3,031,036.

Key #9521 - Middle Fork Payette River Bridge, Crouch, District 3. Low bidder: Braun-Jensen, Inc. - \$1,866,000.

Key #13356 – US-95, FY17 District 3 Sealcoats, Adams County. Low bidder: Knife River Corporation - Northwest - \$1,423,773.

Key #13073 – SH-24, North City Limits, Rupert to B-2 Canal, District 4. Low bidder: Western Construction, Inc. - \$686,466.

Keys #13100 and #13108 – I-15, US-91, North Main Street; Bridge Street to Wooton Way and Fort Hall Boundary to South Main and West Bridge Street, District 5. Low bidder: Depatco, Inc. - \$1,391,989.

Key #14352 – School Vicinity ADA Ramps, Idaho Falls, District 6. Low bidder: Depatco, Inc. - \$261,977.

The list of projects currently being advertised was also presented.

6) Professional Services Agreements and Term Agreement Work Tasks Report. From June 1 through June 30, 36 new professional services agreements and work tasks were processed, totaling \$4,272,248. Six supplemental agreements to existing professional services agreements were processed during this period in the amount of \$255,935.

7) Speed Minute Entry Changes for July 2015. The following speed minute entry was processed during June in District 1:

<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>
US-95	430.888	431.340	35	45

8) Administrative and Legal Settlements of Right of Way Acquisitions. From January 1 through June 30, 2015, the Right of Way Section processed 19 parcels. Of those, only one parcel had an administrative settlement in the amount of \$9,500. Two legacy projects had previous legal actions and required legal settlements totaling \$133,769.

Director's Report. Director Ness said the annual Western Association of State Highway and Transportation Officials' (WASHTO) conference in Boise earlier this week appeared to be successful. He commended CD Stokes, Chief Administrative Officer Char McArthur, and Contracting Services Engineer Monica Crider for their exceptional leadership and planning efforts to host the conference. He also acknowledged several other staff members who were instrumental in the successful conference and expressed appreciation to the Board members who attended the conference. He added that he was selected as WASHTO's president at the meeting.

Director Ness provided an update on the reauthorization of MAP-21. The U.S. Senate proposed a six-year bill; however, it only identifies funding for the first three years. It is uncertain if additional action will be taken on this proposal before the current extension expires on July 31, 2015. He also introduced Vincent Trimboli, who was recently hired as the Public Affairs Manager.

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

CD Stokes commended staff for the progress on the Division of Motor Vehicles' modernization project. Approximately \$54 million has been deposited into ITD's account from the general fund as part of the Surplus Eliminator legislation; however, the Department does not have spending authority for these funds. He introduced John Tomlinson, who was recently promoted to the Highway Safety Manager.

Chief Operations Officer Jim Carpenter said the Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement for the US-95, Thorncreek to Moscow project. It will be advertised in the Federal Register and the Record of Decision should be issued in September. District 6 is completing the re-evaluation of the US-20, Thornton Interchange project, which should be the last step before the project is ready to be advertised. Final design is underway on the US-95, Council Alternate Route.

COO Carpenter said bids have been opened on six of the projects the Board advanced in May with the new revenue.

Those six projects total about \$14 million. He expects to have 22 of the advanced 27 projects under contract by mid-August. Staff continues to monitor effects of the 80 mile per hour speed limit on the interstates. No significant changes have been noted. He also reported receiving positive comments on the new transportation technician horizontal career path initiative to compensate employees based on their skills. A number of transportation technicians have already completed the first series and received a pay raise.

Chief Engineer Dave Jones introduced the new Freight Coordinator, Jeffrey Marker.

Chairman Whitehead welcomed Representative Phylis King, Representative Melissa Winthrow, Representative Chew, and Senator Fred Martin to the meeting.

Adopt-A-Highway (AAH) Presentation. Member DeLorenzo thanked the Shepherds of the Mountain Lutheran Church for participating in the AAH Program. The Cascade group has been picking up litter along SH-55, mileposts 111 to 113, since 1991.

Highway Safety Presentation. CD Stokes congratulated Adams and Gem County officials and Idaho State Police for recording zero traffic fatalities in 2014. CD Stokes also recognized the six law enforcement liaisons. One law enforcement officer from each District participates on this team to improve highway safety and share messages and information with other law enforcement personnel in their respective District. He thanked them for their valuable contributions to highway safety.

Positive Community Norms to Improve Highway Safety. Jay Otto, Research Analyst with the Center for Health and Safety Culture, Montana State University, summarized the Positive Community Norms pilot project. The purpose was to end impaired driving by fostering bystander engagement. It was conducted in Blackfoot, Lewiston, and Twin Falls. Analyses of the surveys conducted before and after the media campaigns indicated the campaign changed the targeted beliefs; however, it does not appear that behaviors changed. He believes there are opportunities to expand on the courageous voices theme, particularly to target distraction, seat belt use, speeding, and other risky driving behaviors. He also believes that more local engagement is needed.

Chairman Whitehead thanked Mr. Otto for the report and for his efforts on this important project.

Delegation – Ada County Highway District Commuteride. Commuteride Manager Maureen Gresham provided an update on the Commuteride Program. The Program's mission is to promote transportation options. It wants to maximize the use of existing resources, increase the transportation network's efficiency, collaborate, and find long-term solutions that provide a multitude of opportunities. Some opportunities are statewide ridesharing, joint outreach, construction mitigation, and park and ride facilities.

Chairman Whitehead thanked Commuteride Manager Gresham for the presentation.

District 3 Report. District 3 Engineer (DE) Amy Revis reported on some of the District's activities and performance measures. As part of the FY16-20 reprogramming effort, 36 projects were advanced and 15 new projects were added. The value of projects awarded in FY15 was \$41.3 million. The District issued 393 permits. The winter mobility goal of 55% was exceeded, as the District's roads were not significantly impeded 73% of the time. She also mentioned several awards the District received for projects such as the SH-16 extension, the SH-55 North Fork Payette River Bridge design-build project, and construction of SH-44, Linder to Ballantyne.

Chairman Whitehead thanked DE Revis for the informative report.

Early Acquisition for I-15, Rose Road Interchange, Key #14002. Andrea Sheppard, District 5 Transportation Staff Engineer requested early acquisition of a property impacted by the I-15, Rose Road Interchange project. The bridge replacement and interchange improvement project is programmed in 2018. The preferred alternative includes changing the existing partial clover interchange configuration to a diamond interchange to improve mobility and economic opportunity of the freight industry using the I-15 corridor. As a result of the diamond interchange, the property in the southeast corner must be purchased. The property owners have been contacted and are willing to work with ITD on the

purchase of their property. The property owners found a comparable property they are interested in purchasing. District 5 believes there is an opportunity to relocate the property owner at this time. There is no risk of the environmental document rendering this purchase unnecessary because only the preferred alternative will be included in the Categorical Exclusion.

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

RES. NO. WHEREAS, the Idaho Transportation Department is developing key #14002,
ITB15-27 Rose Road Interchange on Interstate 15 near milepost 98; and

WHEREAS, the new interchange construction will require the purchase of the 10 acre parcel in the southeast corner of the interchange; and

WHEREAS, the property owner is interested in purchasing a comparable property currently on the market; and

WHEREAS, District 5 sees this as an opportunity to serve the needs of the property owner and ITD; and

WHEREAS, District 5 desires to use the early acquisition process as specified in 23 USC 108 (c) to purchase this property with state funds prior to environmental approval; after which, the federal participation portion of the funds will be reimbursed; and

WHEREAS, State funds are available from current bid savings.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board hereby authorizes the Department to use State funds to purchase real property interests prior to environmental approval as outlined in 23 USC 108 (c) for key #14002, Rose Road Interchange. The value will be determined in compliance with ITD procedures and in conformance with legal requirements.

FY16 Idaho Airport Aid Program. Bill Statham, Senior Airport Planner, said the Idaho Airport Aid Program's base funding is \$550,000 this year. The funds are for General Aviation – NPIAS airports, community airports, and some small emergency projects. The proposal directs 64% of the funds to projects at 18 general aviation facilities with a match of 3% and 35% of funds for four projects at community airports.

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

RES. NO. WHEREAS, the Idaho Transportation Board has the authority to locate,
ITB15-28 design, construct, reconstruct, alter, extend, repair and maintain state aeronautical facilities; and

WHEREAS, the Board has the authority to expend funds for the construction, maintenance and improvement of publicly owned aeronautical facilities.

NOW THEREFORE BE IT RESOLVED, that the Idaho airport aid program for state fiscal year 2016 be approved, as shown as Exhibit 457, which is made a part hereof with like effect; and

BE IT FURTHER RESOLVED, the Board directs the Division of Aeronautics to issue grant offers for the state FY16 year; and

BE IT FURTHER RESOLVED, the Board adopts the proposed airport funding formulas.

Executive Session on Personnel and Legal Issues. Member DeLorenzo made a motion to meet in executive session at 11:50 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206 (b) and (f). Vice Chairman Coleman seconded the motion and it passed 6-0 by individual roll call vote.

Discussions were held on personnel and legal matters.

The Board came out of executive session at 1:45 PM.

2016 Proposed Legislative Idea. CD Stokes said one legislative idea is being proposed for the 2016 session: waiving Idaho's sovereign immunity with regard to the National Environmental Policy Act (NEPA). Allowing Idaho to assume full NEPA responsibility and decision-making authority should improve project delivery processes and eliminate the FHWA review layer. It would not shortcut legal requirements. The fiscal impact is unknown. ITD would be responsible to defend an environmental document from legal challenges and disputes. Staff estimates the costs to be less than \$150,000 annually.

The Board concurred with the proposal to waive Idaho's sovereign immunity with regard to NEPA.

Administrative Rule 39.02.03 Governing Vehicle Dealer's Principle Place of Business. Motor Vehicle Administrator Alan Frew said revisions to the rule regarding Vehicle Dealer's Principle Place of Business went through the negotiated rulemaking process, in which industry was involved and public comments on the proposed revisions were accepted. A webinar on the rule change was also conducted. This process netted 21 comments, with 15 in support of the change, 4 opposed, and 2 neutral. Previously, dealers were required to declare in writing to ITD at least four business hours per week that they are open, part of which must be during Monday through Friday, 8 AM to 5 PM, when customers or Department employees could contact the dealer. The new rule is more flexible, requiring dealers to declare in writing the regular hours that their dealerships are open and when they are available to be contacted.

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

RES. NO. WHEREAS, the Idaho Transportation Board has authority to approve requested
ITB15-29 changes to Idaho Transportation Department rules; and

WHEREAS, the Board finds the change to I.D.A.P.A 39.02.03 necessary for the Department and industry.

NOW THEREFORE BE IT RESOLVED, that the Board approves the following rule to be submitted for change:

Rule 39.02.03 – Rules Governing Vehicle Dealers Principle Place of Business

Section 100 – Removes the requirement of dealers and wholesale dealers having to operate a minimum number of hours per week and that some of those operating hours must be between Monday through Friday 8 AM – 5 PM; and

BE IT FURTHER RESOLVED, that the Board approves the request to submit the change as listed above for Rule 39.02.03 and directs staff to proceed with the regular rule making process.

Administrative Rule 39.02.22 Governing Registration and Permit Fee Administration. Motor Carrier Services Manager (MCSM) Reymundo Rodriguez requested revisions to Administrative Rule 39.02.22 Governing Registration and Permit Fee Administration. The changes clarify reporting of road use fees, the process when checks are received with insufficient funds, that unpaid amounts owed to ITD may be sent to a collection agency, and carriers are required to re-register if they want to resume operating; provide flexibility to refund money for registration fees if eligible; eliminate delinquent billing and fee account bill processes due to the newly implemented cash drawer process; and add a section related to the external collection agency process.

The Board believes some of the language needs clarifying, as wording related to suspensions and payments is confusing. MCSM Rodriguez said he will revise those sections and re-submit the rule changes next month.

Administrative Rule 39.02.26 Governing Temporary Vehicle Clearance for Carriers. MCSM Rodriguez proposed changes to Administrative Rule 39.02.26 Governing Temporary Vehicle Clearance (TVC) for Carriers. The revisions

clarify that temporary vehicle clearances can be acquired at the Department and online; removes self-issue TVC permit requirement and proof on ownership before issuing TVC; clarifies when registration and cab cards will be sent to carriers; and updates the fee charged for TVC to match Idaho Code.

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

RES. NO. WHEREAS, the Idaho Transportation Board has authority to approve requested
ITB15-30 changes to Idaho Transportation Department rules; and

WHEREAS, the Board finds the change to I.D.A.P.A 39.02.26 necessary for the Department and industry.

NOW THEREFORE BE IT RESOLVED, that the Board approves the following rule to be submitted for change:

Rule 39.02.26 – Rules Governing Temporary Vehicle Clearance for Carriers

Section 200 – Clarify that temporary vehicle clearances (TVC) can also be acquired at the Department and online

Section 201 – Self issue TVC permit requirements are no longer applicable

Section 202 – Proof on ownership before issuing TVC is no longer applicable

Section 203 – Clarify when registration and cab card(s) will be sent to carriers

Section 300 – Reflects correct fee charged for TVC to match Idaho Code; and

BE IT FURTHER RESOLVED, that the Board approves the request to submit the change as listed above for Rule 39.02.26 and directs staff to proceed with the regular rule making process.

Administrative Rule 39.03.16 Governing Oversize Permits for Non-Reducible Vehicles and/or Loads. MCSM Rodriguez proposed changes to Administrative Rule 39.03.16 Governing Oversize Permits for Non-Reducible Vehicles and/or Loads. The changes clarify the practical minimum dimensions that will be allowed for non-reducible loads and the trailer length allowed when hauling more than one overwidth non-reducible load and removes conflicting wording on not allowing wider trailers when they are allowed and the fee account option because the cash drawer now allows for escrow accounts.

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

RES. NO. WHEREAS, the Idaho Transportation Board has authority to approve requested
ITB15-31 changes to Idaho Transportation Department rules; and

WHEREAS, the Board finds the change to I.D.A.P.A 39.03.16 necessary for the Department and industry.

NOW THEREFORE BE IT RESOLVED, that the Board approves the following rule to be submitted for change:

Rule 39.03.16 – Governing Oversize Permits for Non-Reducible Vehicles and/or Loads

Section 100 – Clarify the practical minimum dimensions that will be allowed for non-reducible loads. Clarify the trailer length allowed when hauling more than one overwidth non-reducible load.

Section 300 – Remove conflicting wording on not allowing wider trailers when they are allowed.

Section 400 – Remove the fee account option since cash drawer now allows for escrow accounts; and

BE IT FURTHER RESOLVED, that the Board approves the request to submit the change as listed above for Rule 39.03.16 and directs staff to promulgate a temporary rule effective July 23rd, 2015 and concurrently proceed with the regular rule making process.

Administrative Rule 39.03.17 Governing Manufactured Homes, Modular Buildings and Office Trailers. MCSM Rodriguez proposed revisions to Administrative Rule 39.03.17 Governing Manufactured Homes, Modular Buildings and Office Trailers. The changes clarify that vehicles towed on their own axles may be required to be registered, those hauling or towing must have the appropriate insurance, the requirements for vehicles hauling or towing, and that the speed requirement applies to towing. The revisions also change the sign requirements and the base width from 14' to 16' on all highways of the pilot car map except red routes.

Because the Board recommended a number of grammatical and other minor, non-substantive changes to the rule, MCSM Rodriguez said he will make the requested changes and re-submit the rule next month.

Administrative Rule 39.03.19 Governing Annual Overlegal Permits. MCSM Rodriguez requested changes to Administrative Rule 39.03.19 Governing Annual Overlegal Permits. The revisions change the 14' 6" width to 16' and clarify the reporting requirements for road use fees on annual overweight permits.

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

RES. NO. WHEREAS, the Idaho Transportation Board has authority to approve requested
ITB15-32 changes to Idaho Transportation Department rules; and

WHEREAS, the Board finds the change to I.D.A.P.A 39.03.19 necessary for the Department and industry.

NOW THEREFORE BE IT RESOLVED, that the Board approves the following rule to be submitted for change:

Rule 39.03.19 – Rules Governing Annual Overlegal Permits

Section 100 - Change the 14' 6" width to 16'.

Section 100 - Clarify the reporting requirements for road use fees on annual overweight permits.

BE IT FURTHER RESOLVED, that the Board approves the request to submit the change as listed above for Rule 39.03.19 and directs staff to promulgate a temporary rule effective July 23rd, 2015 and concurrently proceed with the regular rule making process.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 2:10 PM.

signed

JERRY WHITEHEAD, Chairman
Idaho Transportation Board

Read and Approved
August 20, 2015
Coeur d'Alene, Idaho