

# REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 16, 2015

The Idaho Transportation Board convened at 9:00 AM on Wednesday, September 16, in the District 6 Office in Rigby, 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, Deputy Attorney General  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Chairman Whitehead welcomed Representative Dell Raybould to the meeting.

Chairman Whitehead requested the addition of an update on the federal truck size and weight study to the agenda. The item was added under new business without objection.

Board Minutes. Member Gagner made a motion to approve the minutes of the regular Board meeting held on August 19-20, 2015 as submitted. Member Vassar seconded the motion and it passed unopposed.

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

October 21-22, 2015 – Boise  
November 18, 2015 – Boise  
December 17, 2015 – Boise

Consent Items. Vice Chairman Coleman commented on the escalating costs of the local Burma Road project. Chief Operations Officer (COO) Jim Carpenter said the project encountered unexpected environmental issues. Staff will provide a detailed report next month.

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-  
ITB15-38 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 Burma Road; Gotham Bay Road to Junction SH-97 and contract awards.

1) Burma Road; Gotham Bay Road to Junction SH-97. The Local Highway Technical Assistance Council (LHTAC) and staff requested approval to exceed the consultant agreement amount of \$1,000,000. In 2013, the Engineer of Record was secured to provide design support during construction of the Burma Road; Gotham Bay Road to Junction SH-97 project, key #9462. Slope failures occurred during construction, necessitating additional design services and the request to exceed the consultant agreement amount of \$1,000,000 by \$64,000.

2) Contract Awards for Approval. The low bids on the following projects were more than ten percent over the

engineer's estimate, requiring justification.

Key #13891 – Signalized Intersection Safety Improvements, Lewiston, District 2. The engineer's estimate for the materials procurement project was based on the City of Lewiston's recent purchase of similar equipment. Contractor's markup and delivery cost for the material is difficult to estimate. The largest variation between the engineer's estimate and lone bid was the cost of supplying Retroreflective Signal Back Plates. LHTAC reviewed the bid, believes it is reasonable, and recommends awarding the project. Low bidder: Thorco, Inc. - \$82,278.

Key #10521 – McGary Bridge, Latah and Nez Perce Counties, District 2. The main difference between the engineer's estimate and low bid was in the Concrete Class 40-A Schedule No. 1, Prestress Stringer – Deck Bulb Tee Girders, Approach Slab, and Special Bridge – Pre- Drilling for Piling items. The remote location appears to be one of the reasons for the higher bid. Additionally, the cost of concrete items suggests a lack of suppliers in the area. There are no discrepancies showing the bid irregular. LHTAC does not believe re-advertising the project would result in a significant savings and recommends awarding the project. Low bidder: C. L. Heilman Company, Inc. - \$2,324,946.

Key #18894 – US-93, Perrine Bridge Windspeed Dynamic Message Signs, District 4. The major difference between the engineer's estimate and low bid was in the Special Cantilever Foundation and Special Cantilever Structure items. The low bidder expressed some concern of encountering fragmented basalt rock requiring specialized engineering and construction of the foundation. The District does not believe re-advertising the project will result in a significant cost savings, so recommends awarding the project. Low bidder: Quality Electric, Inc. - \$313,357.

Informational Items. 1) Status: FY17 Appropriation Request. Several changes have been made to the Department's FY17 appropriation request, totaling almost \$2 million. The additional revenue is expected due to a higher projection in the FY17 BuyBack proceeds and Cigarette Tax revenues. An additional \$700,000 and \$1,300,000 are being requested for equipment and contract construction expenditures, respectively.

2) State FY16 Financial Statements. Through July, revenues to the State Highway Account from all sources were ahead of projections by 9.5%. Of that total, receipts from the Highway Distribution Account were ahead of forecast by 10% or \$1.5 million. State revenues to the State Aeronautics Fund were ahead of projections by 2.1%. Expenditures were within planned budgets. Personnel costs have a savings of \$1.2 million or 9% due to vacancies and timing between a position becoming vacant and being filled. At the end of July, the balance of the long-term investments was \$63 million. These funds are obligated against construction projects and encumbrances. Based on cash balances and anticipated cash flow requirements, it is anticipated that additional resources will be invested in this account in September. Expenditures for GARVEE projects for the month exceeded \$3.3 million and are progressing as planned.

3) Monthly Reporting of Federal Formula Program Funding for August. Idaho received its last two-twelfths of funding with obligation authority totaling \$264.8 million through the end of the fiscal year. Notice of redistribution of obligation authority not used by other states was received in the amount of \$12.6 million for a total of \$277.4 million. This corresponds to \$273.2 million with match after reduction for indirect costs. Idaho has received federal formula apportionments of \$298.8 million including match. Obligation authority is 98.37% of apportionments. Of the \$273.2 million allotted for all programs, \$46.7 million remains.

4) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section processed two professional service agreements from August 1 to August 28 in the amount of \$58,000.

5) Contract Awards. Key #13860 – SH-53, North Pleasantview Road Turnbays, Hauser, District 1. Low bidder: Knife River Corporation - Northwest - \$264,955.

Key #13866 – Bonner County Safety Edgeline Markings, District 1. Low bidder: Specialized Pavement Marking Inc. - \$111,460.

Keys #19161 and #13448 – North Polk Street Safety Improvement Phase 2, Moscow and North Polk Street Safety Improvements, Moscow, District 2. Low bidder: Motley-Motley Inc. - \$339,201.

- Key #13449 – Cavendish Highway Safety Improvements, Clearwater County, District 2. Low bidder: Northwest Guardrail LLC - \$176,926.
- Key #13893 – Dent Bridge Road, Clearwater County, District 2. Low bidder: Northwest Guardrail LLC - \$122,458.
- Key #12953 – US-95, SH-3, and SH-6, FY16 District 2 Bridge Deck Life Extension, District 2. Low bidder: C. L. Heilman Company Inc. - \$624,535.
- Key #12363 – FY15 Capital Maintenance, Ada County Highway District, District 3. Low bidder: C & A Paving Company, Inc. - \$3,129,589.
- Key #10551 – Substation Road Bridge, Emmett, District 3. Low bidder: Knife River Corporation – Northwest - \$511,808.
- Key #13934 – I-84, Garrity Interchange #38, Eastbound On Ramp, Nampa, District 3. Low bidder: Knife River Corporation – Northwest - \$578,000.
- Key #13078 – US-93, Shoshone to Carey; Bridge Deck Rehabilitation, District 4. Low bidder: Braun-Jensen, Inc. - \$647,000.
- Key #13562 - Arbon Valley Guardrail Improvements, Power County Highway District, District 5. Low bidder: Railco – LLC - \$220,183.
- Key #12960 – FY16 District 5 Bridge Repair. Low bidder: Cannon Builders, Inc. - \$936,528.
- Key #14056 – Snake River Road Guardrail, Madison County, District 6. Low bidder: Northwest Guardrail LLC - \$60,700.
- Key #14044 – I-15, Sage Junction to Dubois, District 6. Low bidder: TMC Contractors, Inc. - \$2,168,734.
- Key #14037 – I-15, Idaho Falls to Sage Junction Port of Entry, Bonneville County, District 6. Low bidder: H-K Contractors, Inc. - \$1,523,778.

The list of projects currently being advertised was also presented.

- 6) Professional Services Agreements and Term Agreement Work Tasks Report. From August 1 through August 28, 31 new professional services agreements and work tasks were processed, totaling \$2,619,468. Two supplemental agreements to existing professional services agreements were processed during this period in the amount of \$8,400.
- 7) Speed Minute Entry Changes for August 2015. The following speed minute entries were processed during August in District 6:

<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-29	0.270	0.344	55	35
SH-33	139.750	140.050	55	45
SH-33	140.690	140.735	35	45
SH-33	140.735	140.850	35	30
SH-33	140.850	141.165	25	30

Director's Report. Director Ness thanked District 6 for its hospitality during his employee visits yesterday. He will continue those visits tomorrow. He mentioned a recent partnership with KBOI Television to address distracted driving, the second annual aviation safety stand down last week was well attended, the 511 road information system has been re-designed and includes a smart phone app, and innovate training was recently provided to staff.

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

COO Carpenter said the District 6 US-20, Thornton Interchange project has been submitted to the Federal Highway Administration (FHWA) for funding authorization. FHWA granted the Environmental Protection Agency's request for an extension on the public review and comment period for the US-95, Thorn Creek to Moscow Final Environmental Impact Statement. He believes the Record of Decision will be signed before the end of October. The US-95, Council Alternate Route project is ahead of schedule. All of the environmental work has been completed. He commended staff for its efforts on these three complex projects.

COO Carpenter reported that 24 of the 27 projects the Board advanced with the revenue increase have been bid, with 19 contracts awarded. He commended District 3 Engineer (DE) Amy Revis for negotiating an agreement with the contractor to keep three lanes of I-84 open in each direction. Plans were to only have two lanes open while work on the Meridian Interchange and I-84 widening is completed. The additional lane closures would have been a greater inconvenience to motorists and resulted in more congestion. He also congratulated DE 5 Ed Bala and staff for the innovative approach on the recently-completed pavement warranty project in Blackfoot. Staff will monitor the pavement during the three-year warranty period.

Member Kempton asked about tracking the additional revenue. COO Carpenter said the 27 projects the Board advanced are being tracked. Division of Engineering Services Administrator (DESA) Blake Rindlisbacher concurred and said a special code has been developed for those projects.

Director Ness expressed appreciation for Member Gagner's attendance at yesterday's training session with District 6 staff. Member Gagner said he enjoyed the training session on culture, with an emphasis on accountability, empowerment, and innovating. He also appreciated the discussions on safety, developing employees, the 2020 workforce, and the Department's credibility.

Chairman Whitehead welcomed Representative Jeff Thompson to the meeting.

GARVEE Program Update. GARVEE Program Manager (GPM) Amy Schroeder provided an update on the GARVEE Program. The 2006 through 2012 bond series are completely drawn down and closed. The 2014 Series A bonds are being drawn down for the three I-84 interchange projects at Meridian Road, Broadway Avenue, and Gowen Road. Those three projects and the US-95 projects are in the final stages of construction and should be completed this fall. The US-30 and SH-16 projects are complete. Overall, the GARVEE corridors are experiencing a reduction in crashes and congestion. The program-wide services are ongoing and under contract through June 2016 for final close out activities and completion of the Program Management Services Agreement. She presented the FY16 Working Plan Summary and legislatively-required annual report.

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

RES. NO.        WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB15-39        timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-315 directs the Board to consider the cost of the projects and whether or not the project could be funded without GARVEE bonding; and

WHEREAS, Idaho Code § 40-315 directs the Board to balance and coordinate the use of bonding with the use of highways construction funding; and

WHEREAS, Idaho Code § 40-315 authorizes federal-aid debt financing through the issuance of Grant Anticipation Revenue Vehicle (GARVEE) bonds by the Idaho Housing and Finance Association for highway transportation projects; and

WHEREAS, legislative appropriations enacted in 2006, 2007, 2008, 2009, 2010, and 2011 authorized the issuance of GARVEE bonds; and

WHEREAS, the Board is granted the statutory responsibility and duty to allocate GARVEE bond proceeds among legislatively authorized projects, including the following:

US-95, Garwood to Sagle  
US-95, Worley to Setters  
SH-16 Extension, I-84 to South Emmett  
I-84, Caldwell to Meridian  
I-84, Orchard to Isaacs Canyon  
US-30, McCammon to Soda Springs; and

WHEREAS, \$81 million Federal-aid formula funds have been included in and administered by the GARVEE Transportation Program.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the GARVEE Program Fiscal Year 2016 Working Plan Summary, as shown as Exhibit 461, which is made a part hereof with like effect, a copy of which has been provided to the Board.

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 is charged with determining the  
ITB15-40 timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-315 includes a legislative reporting requirement wherein the GARVEE Transportation Program submits an annual update on the status of highway transportation projects being constructed with bond financing.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the 2015 GARVEE Transportation Program Annual Report and in turn directs staff to publish and submit the report to the legislature.

Chairman Whitehead thanked GPM Schroeder for the presentation and for her work on the GARVEE Program.

Public Transportation Funding Extension. Public Transportation Manager (PTM) Mark Bathrick said the public transportation programs have been operating on three separate fiscal years: the grant fiscal year, the state fiscal year, and the federal fiscal year. He requested approval to transition the operating sub recipient funding agreements to the federal fiscal year to streamline grant agreements and other office responsibilities. This would require extending current funding agreements from April 1, 2015 to March 31, 2016 by six months, with an ending date of September 30, 2016. Subsequent funding agreements would start October 1, 2016. The current agreements are funded with FY15 federal fiscal year appropriations. The six month extension would be funded out of the first half of the 2016 appropriation.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting,  
ITB15-41 reviewing, and programming public transportation projects in the rural areas of Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, the Public Transportation Office had previously operated under the federal fiscal year, state fiscal year, and an arbitrarily determined “grant year”; and

WHEREAS, the Public Transportation Office is seeking to streamline redundancies, eliminate waste, and provide for accurate accounting/reporting; and

WHEREAS, the Public Transportation Office has sought input from public transportation providers who

are in support of this change, and has also received unanimous consensus from the Public Transportation Advisory Council.

*NOW THEREFORE BE IT RESOLVED*, that the Board has determined to approve extending current FTA 5311 operating grant agreements for a six month period at a prorated rate to align with the federal fiscal year.

Public Transportation 2016-2018 Application Funding Recommendations. PTM Bathrick presented the proposed 2016-2018 projects for the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, 5311 Rural Areas, 5311(f) Intercity Feeder Services, and 5339 Bus and Bus Facilities Programs, and the Vehicle Investment Program. The funds are available on a competitive basis. Projects are also being recommended to utilize one-time funding. The Public Transportation Advisory Council reviewed and concurred with the funding recommendations.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting,  
ITB15-42 reviewing, and programming public transportation projects in the rural areas of Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed projects.

*NOW THEREFORE BE IT RESOLVED*, that the Board acknowledges the projects proposed, as shown as Exhibit 462, which is made a part hereof with like effect, and approves them for submittal to the FTA for final approval and for inclusion in the FY16-20 Idaho Transportation Investment Program.

Child Passenger Safety Week. Highway Safety Manager (HSM) John Tomlinson said National Child Passenger Safety Week is this week, September 13 through 19. Motor vehicle crashes are the number one cause of death for children ages 1 through 12 years old. In 2014, there were eight fatalities involving children under the age of 7 in Idaho. Five of those children were unrestrained. Extensive outreach in both English and Spanish is being conducted to raise awareness about the importance of properly restraining children in motor vehicles. He expressed appreciation for ITD's partners that help promote child passenger restraints and other highway safety issues.

Chairman Whitehead thanked HSM Tomlinson for the informative presentation and for his efforts on this important issue.

District 6 Report. DE 6 Kimbol Allen reported on some of the District's accomplishments and performance measures. Ninety-seven percent of the District's pavement is in good or fair condition. He added, however, that the projection is for the condition to drop to 84% by 2020. The goal is 82%. The District delivered all of its FY16 projects on time. It has delivered about 70% of its FY17 projects, which are due September 30. DE Allen added that staff is assisting some other Districts with project development. The winter mobility goal of 55% was exceeded, as the District's roads were not significantly impeded 70% of the time. Efforts to address the 2020 work force are continuing. Today the District has 136 employees, which is a reduction from the previously-authorized 158. The 2020 complement is 138. Some of the major changes include merging the design and construction functions and personnel and having all of the transportation technician operators report to an area foreman. These changes emphasize higher skills and eliminate working in silos.

DE Allen reported on the safety improvements on US-20 between Idaho Falls and Sugar City. In 2000, the 25-mile four-lane divided highway had 18 at-grade intersections with an average daily traffic count of 10,000. There was an average of 80 serious injury crashes and 2 fatal accidents annually. Since then, five interchanges were constructed and 13 of the at-grade crossings were closed. Even though the average daily traffic count has more than doubled to 21,500 and the

speed limit was raised from 55 miles per hour to 65, the average number of serious injury crashes has decreased to 38 annually and there have been zero fatal accidents on this stretch of highway during the past four years. He added that the last five at-grade intersections will close in conjunction with the construction of the Thornton Interchange.

The Board commended the Department's emphasis on teamwork, particularly the Districts' willingness to share resources. Chairman Whitehead thanked DE Allen for the informative report and for his leadership.

Chairman Whitehead welcomed Representative Ron Nate to the meeting.

Toward Zero Deaths Presentation. CD Stokes expressed appreciation to the Department's highway safety partners and thanked them for their efforts to enhance and improve highway safety. He commended Clark, Madison, and Teton Counties for reporting zero highway fatalities in 2014. This is the third year in a row that Madison County reported zero fatalities and the second year in a row for Teton County.

Adopt-A-Highway (AAH) Presentation. Member Gagner thanked Don and Tordie Combs for participating in the AAH Program. They have been picking up litter along SH-31 since 1992.

Implementation of Variable Speed Limits on I-15. District 6 Traffic Engineer Benjamin Burke said variable speed limits are being implemented on I-15 from milepost 128.660 to 130.100. When conditions warrant a speed reduction, transition zones will be used. This stretch of interstate north of Idaho Falls frequently experiences reduced visibility caused by blowing dust, resulting in the closure of the interstate. An engineering and traffic investigation was conducted, including reviewing the stopping sight distance. Outreach with local jurisdictions was conducted to inform them of the plan to implement a variable speed zone.

Chairman Whitehead thanked Traffic Engineer Burke for the informative presentation. He believes this solution will help commerce.

FY15 Annual Report. Chief Administrative Officer (CAO) Char McArthur said Idaho Code requires an annual report to the Governor on the condition, management, and financial condition of the Department. The draft report is concise and includes ITD's strategic goals, return on investment, innovations, performance measures, financial information, the GARVEE program, and future focus areas.

Chairman Whitehead thanked CAO McArthur for the presentation.

Policy Introduction. Equal Employment Opportunity Manager (EEOM) Ken Angel presented Board and Administrative Policies 4019 and 5019 Equal Employment Opportunity and Fair Employment Practices. The policies, which combine former policies B-18-07 and A-18-07, Code of Fair Employment Practices and B-18-09 and A-18-09, Equal Employment Opportunity/Affirmative Action, had been presented earlier, but were held by the Board.

Member Gagner made a motion to approve 4019 Equal Employment Opportunity and Fair Employment Practices and to accept the corresponding administrative policy, 5019. Member DeLorenzo seconded the motion and it passed unopposed.

EEOM Angel said minor changes were proposed to Board Policy 4055 Harassment in the Workplace, formerly B-18-10, earlier and the policy was held by the Board. More substantive changes were proposed to the corresponding administrative policy.

Member Kempton made a motion to approve 4055 Harassment in the Workplace. Member Vassar seconded the motion and it passed unanimously.

Without objection, the Board concurred with the proposed corresponding administrative policy, 5055 Harassment in the Workplace.

DESA Rindlisbacher said staff proposed minor revisions to Board Policy 4079 Strategic Initiatives Program since it was

presented to the Board last month. More substantive changes were made to the corresponding administrative policy, including language to address the difference between the Board's established Strategic Initiatives Program and the legislative-approved Program, particularly the funding requirements and tracking the different funds.

Member Vassar made a motion to approve 4079 Strategic Initiatives Program. Member Kempton seconded the motion.

Vice Chairman Coleman said he assumes the language regarding tracking the funding was based on the legislation authorizing the additional funding. He would like more flexibility with the state revenue because of the additional requirements involved with federal funds. He believes it would be more cost effective to use federal funds for maintenance projects and use the state funds for new projects, and suggested requesting this flexibility from the legislature.

DAG Allen noted that the surplus eliminator funding sunsets in two years. Member Gagner commented on the contentious nature of the revenue enhancement legislation. He discouraged revisiting the legislative intent to utilize the new funding for road and bridge maintenance and replacement projects.

The motion to approve 4079 passed unopposed.

Without objection, the Board concurred with 5079 Strategic Initiatives Program.

Executive Session on Personnel and Legal Issues. Vice Chairman Coleman made a motion to meet in executive session at 11:40 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206 (b) and (f). Member Horsch 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 1:20 PM.

Recommended FY16-20 Idaho Transportation Investment Program (ITIP). John Krause, Transportation Investments Manager (TIM), presented the recommended FY16-20 ITIP. He reviewed changes to the Program since the draft was presented in June. The average available funding is \$391 million annually, while \$355.4 million is programmed for projects each year. Upon approval of the ITIP, staff will ensure that the metropolitan planning organizations' Transportation Improvement Programs are mirrored in the document and then submit it to FHWA, FTA, and the Environmental Protection Agency for approval.

TIM Krause also summarized the public involvement process. Thirty-eight comments were received on a variety of projects during the public comment period from July 1 through August 1.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
ITB15-43 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 2013 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) transportation act requires that a fiscally constrained list of projects covering a 4-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 FY16-20 ITIP; and

WHEREAS, the recommended FY16-20 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 FY16-20 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 Board approves the Recommended FY16-20 Idaho Transportation Investment Program, which is on file in the Office of Transportation Investments; and

*BE IT FURTHER RESOLVED*, that staff is authorized to submit the federal version of ITIP (the Statewide Transportation Improvement Program) for federal approval in accordance with the provisions of MAP-21.

Member DeLorenzo asked about the Community Choices projects. TIM Krause said those projects are part of the Transportation Alternative Program. She commented that the Board Policy on Community Choices requires an annual report. She does not recollect receiving the report. COO Carpenter said staff did not issue a call for new projects this year. Last year projects were solicited for FY15-17, so no report was submitted this year.

The motion passed unopposed.

Chairman Whitehead thanked TIM Krause for the presentation.

New Business. Alan Frew, Motor Vehicle Administrator, summarized a recently-released federal study on truck size and weight limits. The study was required in MAP-21 to address safety risks, infrastructure impacts and the effect on levels of enforcement between trucks operating at or within federal truck size and weight limits and trucks legally operating in excess of federal limits; compare and contrast the potential safety and infrastructure impacts of alternative configurations to the current federal truck size and weight law and regulations; and estimate the effect of freight diversion due to these alternative configurations. Comments on the study are due by October 13, 2015. Staff has some concerns with the vehicle configurations used, the methodology, and the conclusions of the study.

The Board encouraged staff to work with other entities, such as the Western Association of State Highway and Transportation Officials and the Western States Transportation Alliance, and to encourage them to submit comments on the study.

Member Kempton made a motion to direct staff to submit comments on the MAP-21 Comprehensive Truck Size and Weight Limits Study by the October 13, 2015 due date. Member Horsch seconded the motion and it passed unanimously.

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

signed

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JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved  
October 22, 2015  
Boise, Idaho