

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

May 21, 2020

Due to the COVID-19 virus, the meeting was conducted via telephone.

Idaho Transportation Board Chairman Bill Moad called the meeting to order at 8:00 AM on Thursday, May 21, 2020. The following principals participated:

Bill Moad, Chairman
Jim Kempton, Vice Chairman – District 4
James R. Thompson, Member – District 1
Janice B. Vassar, Member – District 2
Julie DeLorenzo, Member – District 3
Dwight Horsch, Member – District 5
Bob Hoff, 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

Safety/Security Share. Shane Brown with the District 5 Vegetation Crew emphasized the importance of reading labels, as they provide valuable information about the product. He also stressed using proper personal protective equipment.

Chairman Moad thanked Mr. Brown for the important message.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on April 16, 2020 as submitted. Vice Chairman Kempton seconded the motion and it passed 6-0 by roll call vote.

Board Meeting Dates. The following meeting dates are scheduled:

June 17, 2020
July 16, 2020
August 20, 2020

Consent Items. Vice Chairman Kempton made a motion, seconded by Member Vassar and passed 6-0 by roll call vote, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB20-19 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 addition of the annual FY20 Technology Transfer project; adjustments to the State Funded

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System Support Program, Americans with Disabilities Act ramps; consultant agreements; and a contract for award.

1) Addition of Annual FY20 Technology Transfer Project. The annual Technology Transfer project funds Idaho's Technology Transfer (T2) Center. The T2 Center is a part of a national program that provides training and technical assistance to local transportation agencies. The funding for the \$300,000 project is split evenly from federal-aid and the Local Highway Technical Assistance Council. Staff requests adding the project to FY20.

2) Adjust State Funded System Support Program, Americans with Disabilities Act (ADA) Ramps. Staff requests the following adjustments to the State Funded System Support Program: advance Pocatello's FY21 11 ADA Ramps, key #22450 to FY20 for \$59,600; delay Cascade's FY20 7 ADA Ramps, key #22087 to FY21 for \$35,000; and remove Hailey's key #22089 6 ADA Ramps for \$60,000, Riggins' key #22096 19 ADA Ramps for \$50,350, and Weiser's key #22099 17 ADA ramps for \$59,500 from FY20.

3) Request to Approve Consultant Agreements. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1 million agreement limit for key #19431 – Blue Creek Bay Bridge, District 1 for construction engineering and inspection services of approximately \$2 million; key #19883 – US-95, North Corridor Access Improvements, District 1 for construction engineering and inspection services of approximately \$1.2 million; keys #20283 and #20280 – District 1 and District 2 Bridge Replacements for construction engineering and inspection services of approximately \$1.3 million; and key #9070 – Cherrylane Bridge, District 2 for design services of approximately \$3.2 million.

4) Contract for Award. The low bid on key #20189 – FY21 District 6 Bridge Repair was more than ten percent over the engineer's estimate, requiring justification and Board approval. The Superpave Hot Mix Asphalt Paving Including Asphalt and Additives Class Special-5, Special Crossover, and Cold Milling items accounted for the majority of difference between the engineer's estimate and low bid. The construction of crossovers is rarely performed and the location can vary the price substantially. The small quantity of cold milling and asphalt to be placed in multiple locations at different times throughout the project presumably led to the higher unit prices. Bidding the project late in the season also likely contributed to the higher bids. The District does not believe re-advertising the project would result in lower bids and recommends awarding the contract. Low bidder: Knife River Corporation – Mountain West - \$3,751,573.

Information Items. 1) Contract Awards and Advertisements. Key #13492 – SMA-7169, Intersection Linder and Deer Flats Roads. Low bidder: Knife River Corporation – Mountain West - \$3,081,532.

Key #19312 – SH-27, Poleline Intersection Improvement, District 4. Low bidder: Staker & Parson DBA Idaho Materials & Construction - \$994,141.

Key #18728 – FY20 Capital Maintenance, Ada County Highway District. Low bidder: Knife River Corporation – Mountain West - \$3,589,354.

Key #21827 – Cedar to Flandro, Pocatello. Low bidder: DePatco Inc. - \$1,825,775.

Key #19030 – Packsaddle Road, Teton River Bridge. Low bidder Cannon Builders Inc. - \$589,731.

Key #20142 – I-15, FY21 District 5 Bridge Repair. Low bidder: Cannon Builders Inc. - \$2,951,473.

Key #12315 – STC-5743, Kidd Island Road, Worley Highway District. Low bidder: Knife River Corporation – Mountain West - \$1,972,000.

Key #12049 – West 9th Street, Pioneer to West Indianhead Road, Weiser. Low bidder: Braun-Jensen Inc. - \$1,667,000.

Key #19749 – STC-5829, Riverview Drive Guardrail Installation, Post Falls Highway District. Low bidder: Selland Construction Inc. - \$376,433.

Key #20457 – SH-34, Tin Cup Bridge Milepost 106.08, District 5. Low bidder: Knife River Corporation – Mountain West - \$1,718,358.

Key #22244 – FY20 District 3 Signal Cabinets. Low bidder: Power Plus Inc. - \$430,815.

Key #22219 – I-15B, Broadway, Yellowstone to Bellin, District 6. Low bidder: H-K Contractors Inc. - \$2,295,669.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From March 26 through April 29, 47 new professional services agreements and work tasks were processed, totaling \$6,365,596. Nine supplemental agreements to existing professional services agreements were processed during this period in the amount of \$4,194,141.

3) State FY20 Financial Statements through March. Revenues to the State Highway Account from all state sources were below projections by 0.7%. Receipts from the Highway Distribution Account were 1.7% or \$3 million more than forecast. The equipment buy back program is \$6.6 million below forecast; however, that is a difference in timing. State revenues to the State Aeronautics Fund were ahead of projections by 4%, or \$102,000. This is primarily due to the receipts for aircraft registrations and insurance proceeds on the Smiley Creek damaged building; however, total receipts from aviation fuel taxes are below the forecast by 3.4% or \$71,500. Expenditures were within planned budgets. Personnel costs had savings of \$9.4 million or 9.5% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$376.3 million exceeded any from the past three years.

The balance of the long-term investments was \$109.9 million and the cash balance was \$82.3 million at the end of March. Expenditures in the Strategic Initiatives Program Fund were \$21.9 million. No additional funds, other than interest earned on the cash balance, are coming

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into this fund due to the expiration of the law effective May 31, 2019 that required the transfer. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$13.8 million was 11.5% ahead of forecast. Expenditures in the GARVEE Capital Projects Fund through March were \$15.4 million.

4) Monthly Reporting of Federal Formula Program Funding through April. Idaho received obligation authority of \$286.6 million through September 30 via an appropriations act signed in December 2019. This includes \$936,200 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area. In February \$14.1 million of Highway Infrastructure General Funds were received. Obligation authority through September 30 is \$300.7 million, which corresponds to \$301.5 million with match after a reduction for prorated indirect costs. Idaho received apportionments via notices through February 13 of \$331.7 million, including Redistribution of Certain Authorized Funds and Highway Infrastructure General Funds. Obligation authority is currently 90.7% of apportionments. Of the \$301.5 million allotted, \$105.9 million remains.

5) FY21-24 Strategic Plan for the Division of Financial Management (DFM). The draft FY21-24 Strategic Plan was presented to the Board for review. The Plan is to include the Department's vision and/or mission statement, goals and objectives, performance measures and benchmarks and key external factors. It is due to DFM by July 1.

Director's Monthly Report on Activities. Director Ness said the monthly report on activities will be a different format. He and Chief Deputy Stokes will provide highlights and allow more time for questions and discussion. Due to the COVID-19 pandemic, employees are continuing to work from home if possible. A team is developing a plan to bring employees back to the office in a phased approach, in line with guidelines from the governor's plan. The highest priorities will continue to be on safety, providing services, and remaining flexible. The first group is expected back in early June.

Chief Deputy Stokes said a lot of meetings, conferences, and training have been cancelled. Because training is so important, a team was established to develop a plan to provide training via technology. He commended the employees who responded to the March 31 earthquake. Crews are in the process of inspecting every bridge within 50 miles of the epicenter. To date, 136 of the 161 bridges on the state and local system have been inspected and no damage has been found. Chief Deputy Stokes said staff typically presents legislative ideas to the Board in May. The Department is taking a minimal approach to legislation and at this time, is planning one proposal regarding odometer readings to comply with federal regulations. He encouraged the Board to let staff know if it has any legislative ideas.

Chairman Moad thanked Director Ness and Chief Deputy Stokes for the informative reports.

FY21 Compensation Plan. Chief Human Resources Officer (CHRO) Brenda Williams presented the proposed FY21 compensation plan. The components consist of a 3% payline move; Horizontal Career Path eligibility; addressing classifications with compression, high turnover, and retention challenges (traffic signal electrician, mechanic, and land surveyor); and step rate increases for Transportation Technician and Transportation Technician Apprentice

classifications. The last two components were approved by the Board last year; however, those actions are still pending Division of Human Resources' and Division of Financial Management's approval. Historically, the Board has supported the Horizontal Career Path initiative.

Vice Chairman Kempton made a motion, seconded by Member Horsch, and passed 6-0 by individual roll call vote to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Department's FY21 Change in
ITB20-20 Employee Compensation (CEC) plan has been developed in accordance with
ITD's compensation policy; and

WHEREAS, Department staff presented the details of and implementation plan for the proposed CEC plan, including eligibility requirements, to the Idaho Transportation Board at its May 21, 2020 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Department's FY21 CEC Plan, with the basic components as follows:

- When pay schedules are adjusted upward by 3%, employees with a rate of pay that falls below the 80% compa-ratio of his or her pay grade will be brought to the new 80% compa-ratio of his or her pay grade regardless of performance or probationary status;
- Employees who meet eligibility expectations and step pay rate requirements in an approved Horizontal Career Path (HCP) Career Path will advance to the next step pay rate within their respective career path;
- In an effort to attract and retain employees in hard-to-recruit, specialized positions, a 10% increase will be given to Traffic Signal Electricians, Mechanics, and Land Surveyors; and
- A step pay rate (dollar amount) increase to the classification of Transportation Technician and Transportation Technician Apprentice to be more competitive with the labor market. The starting rate for a Transportation Technician Apprentice will go from \$14.60 to \$16.50, Transportation Technician Step 1 from \$16.75 to \$18.00, and Transportation Technician Step 2 from \$18.90 to \$19.50. Current employees under the new step pay rates will be adjusted accordingly; and

BE IT FURTHER RESOLVED, that the Board approves the Department to implement the CEC plan effective June 14, 2020 funded with base; and

BE IT FURTHER RESOLVED, that the Board directs staff to submit the FY21 CEC Plan to the Division of Financial Management.

Revisions to Administrative Policy 5508 Smoking Policy. CHRO Williams said this administrative policy is being revised to prohibit the use of smoking, including the use of e-cigarettes or other devices that emit a vapor or smoke in all ITD owned or leased buildings, vehicles, and equipment, and within 25 feet of an ITD building.

Member Vassar made a motion, seconded by Vice Chairman Kempton, and passed 6-0 by individual roll call vote to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB20-21 the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5508 Smoking Policy was revised to prohibit the use of smoking, including the use of e-cigarettes or other devices that emit a vapor or smoke (vaping) in all ITD owned or leased buildings, vehicles, and equipment, and within 25 feet of an ITD building.

NOW THEREFORE BE IT RESOLVED, that the Board concurs with revisions to Administrative Policy 5508 Smoking Policy.

Chairman Moad thanked CHRO Williams for the presentations.

SH-16, I-84 to SH-44 Cost Estimates. Transportation Program Manager (TPM) Amy Schroeder summarized last month's presentation on the SH-16, I-84 to SH-44 corridor, focusing on the importance of getting the corridor ready for construction and the opportunity to use savings to continue work on the highway. She presented two resolutions: the first would allocate I-84 GARVEE bond savings to the SH-16 corridor, directing \$20 million to right-of-way acquisition and \$14 million for design services. If that resolution is approved, TPM Schroeder will request authorization to exceed the \$1 million limit for design services.

In response to Chairman Moad's questions, TPM Schroeder said the \$20 million for right-of-way includes purchasing the property necessary for the interchanges, and the \$14 million should complete the design so the project would be shovel-ready.

Member DeLorenzo asked about the GARVEE corridors that the Board could re-direct the GARVEE savings to. TPM Schroeder acknowledged the limited options for GARVEE funds, as the second GARVEE legislation listed 12 corridors and some of those have been completed. Staff recommends completing the SH-16 corridor.

Member Vassar made a motion, seconded by Vice Chairman Kempton, and passed 6-0 by individual roll call vote to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the
ITB20-22 timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-310 directs the Board to plan, design and develop statewide transportation systems when determined to be in the public interest; 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 to balance and coordinate the use of bonding with the use of highways construction funding; and

WHEREAS, \$108 million has been invested in the corridor-wide environmental evaluation and the design and construction of Phase 1 that completed the SH-16 connection between US-20/26 and SH-44 in 2014; and

WHEREAS, in 2017 and 2018 the Board allocated \$8 million for preliminary engineering and \$90.4 million for right-of-way preservation of Phase 2 between I-84 and US-20/26; and

WHEREAS, design refinements that reduce right-of-way impacts, further refine corridor costs, and address construction phasing and forward compatibility have been completed; and

WHEREAS, advantages of advancing the design of Phase 2 between I-84 and US-20/26 have been presented to the Board; and

WHEREAS, \$34 million savings of GARVEE bonds from the 2017 authorization have been identified on the I-84, Caldwell to Nampa corridor as a possible offset.

NOW THEREFORE BE IT RESOLVED, that the Board approves reallocating \$34 million GARVEE savings from I-84, Caldwell to Nampa to SH-16; with \$14 million to advance the design of Phase 2 and \$20 million toward right-of-way acquisition. The Board further directs staff to work with the Community Planning Association of Southwest Idaho to amend the Regional Transportation Investment Program to include this work.

TPM Schroeder estimates the final design can be completed for \$14 million in 18 to 24 months. The design work will be split into two separate packages. In response to Member Thompson's question, TPM Schroeder replied that the packages are fairly equitable.

Member Hoff made a motion, seconded by Member DeLorenzo, and passed 6-0 by individual roll call vote to approve the following resolution:

RES. NO. WHEREAS, in December 2017 the Idaho Transportation Board authorized staff
ITB20-23 to proceed with preliminary engineering of Phase 2 of the SH-16, I-84 to SH-44
corridor; and

WHEREAS, proceeding with final design through Plans, Specifications, and Estimates (PS&E) of Phase 2 will continue the progress in the corridor and may be advantageous for securing future construction funding; and

WHEREAS, the final design services through PS&E for Phase 2 is estimated to cost approximately \$14 million and take between 18 and 24 months to complete; and

WHEREAS, Board Policy 4001 delegates authority for signing and executing contracts to the Director and designates limits and controls for staff authority regarding contracts, agreements, and grants; and

WHEREAS, the Director is authorized to seek necessary professional services outside the Idaho Transportation Department when the required services are not available within the Department; and

WHEREAS, agreements, including supplemental agreements, with professional services providers that would bring the Department's obligation to more than \$1,000,000 require Board approval.

NOW THEREFORE BE IT RESOLVED, that the Board approves proceeding with final design through PS&E of Phase 2 of the SH-16 corridor, with a total cost for these services not to exceed \$14 million.

The Board commended TPM Schroeder and her team for their work on this project.

Division of Motor Vehicle (DMV) Update. DMV Administrator (DMVA) Alberto Gonzalez said ITD started issuing REAL ID-compliant drivers licenses, or Star Cards, in January 2018. The federal deadline for citizens to use these documents for federal purposes was October 1, 2020. Due to COVID-19, the Department of Homeland Security extended the deadline to October 1, 2021. Staff is exploring options to expedite the process of issuing these cards and will continue encouraging citizens to get a Star Card after the state reopens.

DMVA Gonzalez also reported on the Division's efforts during the coronavirus pandemic. Overall, the Ports of Entry are conducting business as usual. Approximately 130 employees are working from home. Work on the modernization project is continuing; however, the implementation date for the next phase is being postponed. Training county staff remotely has been occurring while the county offices are closed. The number of on-line transactions surged. He also reported on plans to reopen offices and anticipates a backlog of transactions, including 40,000 driver's licenses and identification cards, 50,000 vehicle registrations, and over 10,000 titles. Citizens are being encouraged to complete transactions online and staff will provide support to the counties to help with the backlog.

The Board commended DMVA Gonzalez for his leadership.

Add SH-33 State Highway System Adjustment Payment, Madison County Project. Chief Engineer (CE) Blake Rindlisbacher referenced last month's action to transfer a portion of SH-33 in Sugar City and the East Side Frontage Road/Farm Field Access to Madison County. The agreements for these transactions included a one-time cash payment of \$850,000 and \$3,100,000 to defray the cost of operation for the East Side Frontage Road and SH-33, Sugar City Half Interchange Connector Road, respectively. He requested the addition of an FY21 project in the Idaho Transportation Improvement Program to complete the transactions.

Vice Chairman Kempton made a motion, seconded by Member Vassar, and passed unopposed by individual roll call vote to approve the following resolution:

RES. NO. WHEREAS, Idaho Transportation Department staff and Madison County staff
ITB20-24 have signed a Road Closure and Maintenance Agreement to transfer a portion of
the East Side Frontage Road/Farm Field Access to Madison County; and

WHEREAS, Department staff and Madison County staff have signed a Road Closure and Maintenance Agreement to transfer a portion of SH-33 from milepost 337.478 to milepost 339.759 and the Sugar City Half Interchange Connector Road

from milepost 100.00 to milepost 100.12 and milepost 100.367 to milepost 100.587 to Madison County; and

WHEREAS, the Department is prepared to incorporate this project into the approved Idaho Transportation Improvement Program (ITIP); and

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of \$850,000 for the East Side Frontage; and

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of \$3,100,000 for the SH-33 in Sugar City.

NOW THEREFORE BE IT RESOLVED, that project SH-33, SHS (State Highway System) Adjustment Payment, Madison County be added to the ITIP at a cost of \$3,950,000. FY 2021 State funds will be used for both the \$850,000 and the \$3,100,000 payments; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the staff request to adjust the Program and amend the approved FY20-26 ITIP accordingly.

129,000 Pound Truck Route Requests, Districts 3 and 4. Freight Program Manager (FPM) Scott Luekenga presented the Chief Engineer's analysis on the request to designate I-84 Business in Caldwell, milepost 0.0 to 0.94 as a 129,000 pound truck route. DMV reported that the route is designated as a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the two bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in fair to very poor condition. The Office of Highway Safety reported one non-interstate high accident intersection location and no high accident location clusters on the route. The Chief Engineer's analysis recommends proceeding with the request, and the Board Subcommittee on 129,000 Pound Truck Routes approved a motion to send the application to the full Board with a recommendation for approval.

Member DeLorenzo said one comment was received during the public comment period, asking who would benefit from the route designation. Regarding the section of pavement in very poor condition, the District does not have a project in the Program to address that, but District Engineer Caleb Lakey informed the Subcommittee that the maintenance crew can patch that section to improve the pavement condition.

Member DeLorenzo made a motion, seconded by Member Horsch, and passed 6-0 by individual roll call vote to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB20-25 Transportation Board to designate state highways for permitted vehicle
 combinations up to 129,000 pounds upon request; and

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

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 3: I-84 Business Loop, Caldwell, milepost 0.0 to 0.94; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; 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 one (1) comment was received with none in support and one (1) adversarial on the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 16, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comment, it passed a motion to approve the route request; 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 May 21, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendation on District 3: I-84 Business Loop, Caldwell, milepost 0.0 to milepost 0.94; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route request in District 3; and

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.

FPM Luekenga said three applications for routes in District 4 have also been received and analyzed. The DMV confirmed that SH-79 from milepost 0.0 to 0.23 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the one bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. There are no safety concerns. The Chief Engineer's analysis recommends proceeding with the request, and the Board Subcommittee on 129,000 Pound Truck Routes concurred.

Vice Chairman Kempton made a motion, seconded by Member Horsch, and passed 6-0 by individual roll call vote to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho

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ITB20-26 Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

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

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 4: SH-79, milepost (MP) 0.0 to MP 0.23; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; 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 eight (8) comments were received with three (3) in support, three (3) were adversarial, and two (2) neither for or against the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 16, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; 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 May 21, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendation on District 4: SH-79, MP 0.0 to MP 0.23; and

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

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.

FPM Luekenga said the DMV confirmed that SH-46 from MP 85.33 to 100.15 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis confirmed that the five bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. There are no safety

concerns. The Chief Engineer's analysis recommends proceeding with the request, and the Board Subcommittee on 129,000 Pound Truck Routes concurred at its meeting last month.

Vice Chairman Kempton and Member Horsch mentioned some of the comments received on the route, specifically the concern with trucks' capacity to travel up the grade on SH-46; however, the Board Subcommittee believes the engineering analysis supports the 129,000 pound truck route designation.

Vice Chairman Kempton made a motion, seconded by Member Horsch, and passed 6-0 by individual roll call vote to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB20-27 Transportation Board to designate state highways for permitted vehicle
 combinations up to 129,000 pounds upon request; and

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

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 4: SH-46, milepost (MP) 85.33 to MP 100.15; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; 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 nine (9) comments were received with three (3) in support, four (4) were adversarial, and two (2) neither for or against the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 16, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; 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 May 21, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendation on SH-46, MP 85.33 to MP 100.15; and

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

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BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.

FPM Luekenga said the DMV confirmed that US-93 from MP 41.55 to 48.30 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis confirmed that the only bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. The Office of Highway Safety identified two non-interstate high accident intersection locations and one high accident location cluster. The Chief Engineer's analysis recommends proceeding with the request, and the Board Subcommittee on 129,000 Pound Truck Routes supported designating this route for vehicle combinations up to 129,000 pounds.

Vice Chairman Kempton made a motion, seconded by Member Vassar, and passed 6-0 by individual roll call vote to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB20-28 Transportation Board to designate state highways for permitted vehicle
 combinations up to 129,000 pounds upon request; and

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

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 4: US-93, milepost (MP) 41.55 to MP 48.30; and

WHEREAS, the Chief Engineer and ITD staff received the application and reviewed the proposed route by conducting an engineering and safety analyses of the route; 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 eight (8) comments were received with three (3) in support, three (3) were adversarial, and two (2) neither for or against the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 16, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; 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 May 21, 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendation on US-93, MP 41.55 to MP 48.30; and

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

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.

Chairman Moad thanked FPM Luekenga for his work on these route designations.

Community Planning Association of Southwest Idaho (COMPASS) Functional Classification Change Request. Senior Transportation Planner (STP) Robert Beachler said COMPASS is requesting changes to the federal aid functional classification system. It would like to update the classification of two routes; change the classification of three roadways based on how they function or have been constructed; and add a principal arterial. All of the routes are on the local system. He added that this is for informational purposes and he will seek approval of these changes next month.

COMPASS National Highway System (NHS) Change Request. STP Beachler also reported COMPASS's intent to request removing 129 centerline miles from the NHS next month. These routes do not serve the purpose outlined in NHS criteria.

In response to questions, STP Beachler said many local public agencies requested designating principal arterials as NHS routes per the 2012 federal Moving Ahead for Progress in the 21st Century Act. This designation has data collection and reporting requirements, which can be a burden to the agency. The Department has not reached out to local jurisdictions to determine if they would like to remove routes at this time, but will consider doing so.

Chairman Moad thanked STP Beachler for the reports.

Highway Safety Plan. Highway Safety Manager (HSM) John Tomlinson presented the draft FY21 Highway Safety Plan, which funds behavioral programs for projects to help reduce traffic crashes, deaths, and injuries. The document, required by the National Highway Traffic Safety Administration, was presented to the Idaho Traffic Safety Commission last month.

Idaho Traffic Safety Commission Annual Report. HSM Tomlinson provided an overview on the Commission, which was established in Idaho Code. Its members have varied backgrounds, including law enforcement, education, and medical. It meets twice a year to help develop performance plans and goals and to approve projects for funding.

Crash Data and Zero Fatalities Awards in District 5. HSM Tomlinson said there have been 47 highway fatalities so far this year, compared to 55 at this time last year. Traffic volumes dropped significantly when the stay-at-home order was issued on March 25. As the state starts to reopen, the traffic volumes are increasing. There were 9 total fatalities in April, but there have been 14 fatalities so far this month. Efforts are underway for the 100 Deadliest Days of Summer

Campaign, from Memorial Day to Labor Day. The focus will be on using seat belts, obeying the speed limit, and driving sober.

HSM Tomlinson was pleased to recognize Bear Lake County and Power County for recording zero highway fatalities last year. He commended the sheriffs' offices, commissioners, Idaho State Police, and District 5 maintenance crews for their safety accomplishments.

Chairman Moad thanked HSM Tomlinson for the reports.

District 5 Annual Report. District 5 Engineer (DE) Todd Hubbard said one of his focuses as a new district engineer has been to meet every district employee. His priorities are safety and encouraging employees to always continue learning. He commended staff for achieving a winter mobility rate of 91% this past winter and delivering 100% of its FY21 projects on time. He highlighted several partners, including with Bannock County, the Cities of Pocatello and Chubbuck, and the private sector on the I-15, Northgate Interchange; the National Weather Service on the forecast and informing it of weather conditions in the field; the City of Blackfoot on a local bridge over the Snake River and the nearby SH-39 intersection; and the Idaho Department of Fish and Game on wildlife corridors.

The Board commended DE Hubbard for his leadership.

Executive Session on Personnel and Legal Issues. Vice Chairman Kempton made a motion to meet in executive session at 11:05 AM to discuss personnel issues as authorized in Idaho Code Section 74-206 (a) and (b) and legal issues as authorized in Idaho Code Section 74-206 (f). Member Vassar seconded the motion and it passed 5-0 by individual roll call vote. (Due to audio difficulties, Member DeLorenzo's vote was not recorded; however, she participated in the executive session.)

The discussion on legal matters related to operations. The discussions on personnel matters related to the hiring of an employee and the performance of an employee.

The Board came out of executive session at 12:00 noon.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 12:00 noon.

signed
BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
June 17, 2020
Boise, Idaho

May 21, 2020