

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 17, 2020

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

Idaho Transportation Board Chairman Bill Moad called the meeting to order at 8:35 AM on Thursday, December 17, 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

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on November 19, 2020 as submitted. Member DeLorenzo seconded the motion and it passed 6-0 by individual roll call vote.

Board Meeting Dates. The following meeting dates were scheduled:

January 21, 2021  
February 18, 2021  
March 18, 2021

Consent Items. 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, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB20-60

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 Trucking Advisory Council membership appointments; the addition of the Consolidated Rail Infrastructure and Safety Improvements Program Grant to FY21; the addition of the SH-78, intersection with SH-167 improvement project to FY21; and the Federal Lands Access Program update.

1) Trucking Advisory Council (TAC) Membership Appointments. Staff, in consultation with the trucking industry, recommends re-appointing John Pocock as chairman of the TAC and

December 17, 2020

Frank Buell and Kevin Iversen to represent Districts 1 and 4, respectively on the Council. The incumbents' terms would run from January 2021 to December 31, 2023.

2) Addition of Consolidated Rail Infrastructure and Safety Improvements Program Grant. ITD partnered with WATCO Companies, the parent company of Eastern Idaho Railroad (EIRR), and secured a \$7.5 million Federal Railroad Administration grant. The project will improve at-grade crossing safety, decrease wait time at blocked crossings, and add capacity to the railroad in Rupert. Staff requests \$500,000 towards the match, with WATCO providing the remaining \$1,408,685, and the addition of EIRR's Magic Valley Rail Safety and Capacity Expansion: A Rural Short Line Project to FY21 of the Idaho Transportation Investment Program (ITIP) for \$9.4 million.

3) Addition of SH-78, Intersection with SH-167 Improvements. Staff requests the addition of the SH-78, Intersection with SH-167 Improvements project, key #21890 to FY21 of the ITIP. The \$345,000 safety project was erroneously removed from the FY21-27 Draft ITIP in April, so was not included in the approved Program.

4) Federal Lands Program Update. The Federal Lands Access Program and Federal Lands Transportation Program were established to improve the transportation infrastructure owned and maintained by federal agencies with land and natural resource management responsibilities. Funding is available for projects that provide access to, are adjacent to, or are located within federal lands with priority given to projects accessing high-use recreation sites or federal economic generators. Staff requests modifying the Federal Lands Program with the project information shown as Exhibit #531, which is made a part hereof with like effect.

Information Items. Right of Way Manager Justin Pond said the outdoor advertising sign report contained some inaccurate information. The agenda item in the packet says there are a total of 466 signs. The correct number is 1,186.

1) Contract Awards and Advertisements. Key #20066 – SH-25, Kasota to Paul, District 4. Low bidder: Kloepfer Inc. - \$2,139,756.

Key #20217 – SH-25, Milepost 18 to Ridgeway Interchange, District 4. Low bidder: Western Construction Inc. - \$3,990,400.

Key #20516 – East River Road (North 5<sup>th</sup> West) Curve Improvements. Low bidder: Sunroc Corporation - \$353,704.

Key #19998 – SH-75, Main Street, Hailey, District 4. Low bidder: Knife River Corporation-Mountain West - \$3,425,000.

Key #12048 – STC-7807, South Cemetery Road; SH-44 to Willow Creek, Middleton. Low bidder: Concrete Placing Company Inc. - \$2,697,885.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From October 28 through November 22, 28 new professional services agreements and work tasks were processed, totaling \$5,050,071. Seven supplemental agreements to existing professional services agreements were processed during this period in the amount of \$170,891.

3) Annual Outdoor Advertising Report. At the close of federal FY20, there were 1,186 signs, with 18 illegal and 218 non-conforming signs throughout the state. Ten of the eleven new sign applications were approved during the fiscal year.

4) Freight Annual Update. The Freight Advisory Committee (FAC) has not met since December 2018 due to vacancies in the Freight Program Manager position and on the FAC. Scott Luekenga assumed the Freight Program Manager position in March. Board Policy 4048 Freight Advisory Committee is being updated to adjust the membership of the Committee, streamline operational procedures, and require an annual work plan. Other highlights of the freight program include the elimination of the 129,000 pound route application backlog and completion of two freight projects on I-84 and US-95.

5) State FY21 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 22% as of October 31. Receipts from the Highway Distribution Account were \$18.1 million more than forecast; although the forecast was lowered due to COVID-19. State revenues to the State Aeronautics Fund were below projections by 17.7%, or \$156,000. Expenditures were within planned budgets. Personnel costs had savings of \$2.2 million or 5% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$41.6 million.

The balance of the long term investments was \$111 million at the end of October. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$79.1 million includes reserves to mitigate the impact of COVID-19 on FY21 revenue. Expenditures in the Strategic Initiatives Program Fund were \$12.3 million year-to-date. Sales tax deposits into the Transportation Expansion and Congestion Mitigation Fund were \$7 million, and expenditures were \$18.5 million. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$2.5 million.

6) Monthly Reporting of Federal Formula Program Funding through November. Idaho received obligation authority of \$59 million through December 11 via a continuing resolution. This corresponds to \$58.9 million with match after a reduction for prorated indirect costs. It includes \$425,527 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area. An extension to the federal Fixing America's Surface Transportation Act was signed on October 9, 2020. Idaho received apportionments of \$313.7 million. Obligation authority is currently 18.8% of apportionments. Of the \$58.9 million allotted, \$26 million remains.

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

Monthly Report on Department Activities. Director Ness presented his annual year-end report. At the start of the COVID-19 pandemic and stay-at-home order in March, his goals were safety, maintaining service, and being flexible. He commended staff for its efforts to continue providing services, noting that the Division of Motor Vehicles (DMV) expanded online services, the Ports of Entry remained open, and construction projects stayed on schedule. In addition to continuing to maintain the state's highways, maintenance crews responded to the March earthquake immediately, inspecting the transportation system and re-opening highways closed by landslides and avalanches. Other highlights were the implementation of the final phase of the DMV modernization project, staff identified innovative ways to fill vacancies, seven employees each with a minimum of 35 years of state service retired, and the Department won a number of awards. Director Ness thanked employees for their hard work and dedication, noting that there were numerous accomplishments during the year.

Looking ahead, Director Ness said plans are to update the strategic plan, modify the employee performance process, and continue work on career development and improving the employee experience.

Chairman Moad thanked Director Ness for the report.

Report on Safe Routes to School (SRTS) Program. Elaine Clegg, Idaho Smart Growth Coordinator and SRTS grantee, thanked the Board for its support for the important and popular SRTS Program, which is serving 52% of the states' students. SRTS's work plan includes building capacity of local programs, encouraging more and stronger local programs, integrating with ITD's goals, and providing community assistance. Some of the FY20/FY21 activities included developing best practices for bicycle and pedestrian safety, publishing a bike rodeo instruction kit, consulting with local communities on various topics, and exploring new programs and funding options. Ms. Clegg said some of the challenges are acquiring storage space and trailers and vans to transport equipment. Some of the planned activities include refining the curriculum guide, developing an online video library, conducting quarterly webinars, and developing a quarterly newsletter.

Member DeLorenzo asked for clarification on the funding directed to this Program. Ken Kanownik, Planning Services Manager, responded that the SRTS Program is funded through the federal Transportation Alternatives Program. Per Department policy, five to ten percent of funds are directed to non-infrastructure projects, such as SRTS.

Chairman Moad thanked Ms. Clegg for the informative presentation.

Follow-up Discussion on Administrative Surplus Property Rules and Procedures as it Pertains to ITD Administrative Facilities. Department of Administration Director Keith Reynolds clarified that the Transportation Board meeting minutes of November 19, 2020 incorrectly stated that the Department of Administration would take a 15% administrative fee. It would require funding for a consultant, which could cost up to \$100,000. Additionally, the \$80 million estimate for the sale of ITD's Headquarters' property may have been overly optimistic. The valuation of this real estate is difficult. He believes the best option is for the Board to declare the property as surplus, determine its value, and then decide how to proceed.

Additionally, as a follow-up to a question last month about the feasibility of another state agency acquiring ITD's property if it is declared surplus, Director Reynolds clarified that another agency would have to have the resources to purchase this property. Not only would it have to have the funds, but it would also need a legislative appropriation. He added that the value of the property would still need to be determined.

Chairman Moad thanked Director Reynolds for the clarifications related to last month's suggestion from the Department of Administration to declare ITD's Headquarters' campus in Boise as surplus property and relocate to a more suitable location. He expressed some concern with declaring the property as surplus to determine its value, and questioned the feasibility of bonding for a new facility and then selling the ITD campus to pay the bonds.

Director Reynolds believes that is risky because of the unknown value of the existing campus. It may not sell for the value of the bonds. Also, he is not confident that the legislature would support that option. There are two ways to expend the proceeds of a sale: via legislative approval or a receipt to appropriation that the Division of Financial Management can authorize.

Chairman Moad asked about the Department of Administration's timeframe and also about the Request for Information (RFI) option. Director Reynolds responded that the RFI process would not provide a value of the property. To maximize the value of the property, he recommends asking for bids via a Request for Proposal (RFP). He does not believe there is sufficient time to prepare a request for the 2021 legislative session; however, he added that the Department of Administration wants to move forward with this proposal.

Member DeLorenzo questioned hiring a consultant to prepare an estimate of the property. Director Reynolds reiterated the difficulty of estimating the value of ITD's campus. He believes its size of approximately 45 acres would attract multi-use proposals; however, a large portion of the campus is bare and will need infrastructure. A consultant may be able to determine a realistic value. He added that if the property is declared surplus, there is no appropriation to hire a consultant. One option is to seek a supplemental appropriation to fund a consultant and then the Department of Administration could be reimbursed for those expenses after the property is sold.

Member DeLorenzo noted the difficulty of the proposal due to the unknown value of the property. If the value is not sufficient, it may not be beneficial to sell it. Director Reynolds emphasized that if the property is declared surplus, the RFP would include an option to reject the offers. The property would then be transferred back to ITD.

In response to Member Vassar's question, Director Reynolds responded that if the property is sold, the intent is to relocate ITD to the Chinden West Campus.

Member DeLorenzo questioned developing a contract between the two departments to outline the details, such as the right to refuse all offers. She asked how the two agencies would work together on this proposal. Director Reynolds responded that ITD would be involved throughout the entire process. An agreement is an option. He added that the legislature could establish an oversight committee.

In response to Chairman Moad's question on who has the authority to make the decision on accepting or rejecting the RFP, Director Reynolds responded that the oversight committee would make that determination.

Vice Chairman Kempton believes it is important to identify ITD's facility needs. If the property is sold, after the new Headquarters' facility is complete, any remaining proceeds should be dedicated to these identified projects. The plan should be presented to the legislature so it knows the Board's intent. Member Horsch supported that approach. He believes it would be beneficial to develop a plan, and would like to consider using any excess funds on District 3 and District 4 facilities.

Director Reynolds said there are three goals for the disposition of ITD's property: replace the existing 60-year-old building, return the 45-acre property to the tax rolls and ensure the best use of the property, and dedicate excess funds to other projects. Currently, the Chinden West Campus does not have a building that would meet ITD's office requirements, which is approximately 150,000 square feet. He supports developing a plan with priority projects to be funded with excess funds, and believes discussions can start with the legislature.

Chairman Moad appreciated the assurance that if the RFP doesn't meet the Department's needs, the property would revert back to ITD. He also supports developing a plan for the sale proceeds before making a decision. Chairman Moad asked Director Reynolds if he is comfortable with the two departments drafting an agreement for the Board's consideration and returning next month to continue the discussion. Director Reynolds replied in the affirmative.

Chairman Moad thanked Director Reynolds for his time, and said the discussion on the ITD Headquarters' property will continue next month.

ITD/Associated General Contractors (AGC) Excellence in Construction Partnering Awards. Chief Operations Officer Dan McElhinney said ITD and the AGC of Idaho initiated a new construction partnering awards program to recognize the best in construction partnering on project contracts to complete efficiently with a team focus on safety, innovative problem solving, and effective contract administration. The goal was to highlight the importance partnering brings to state and local projects. Assistant Communication Manager Aubrie Spence summarized the judging panel comprised of industry leaders and the judging guidelines based on national partnering criteria.

Director Ness, AGC of Idaho Chief Executive Officer Wayne Hammon, and Congressman Russ Fulcher's representative Dirk Mendive all emphasized the importance of partnering and acknowledged the excellent partnerships that have been established. Director Ness also thanked Federal Highway Administration Administrator Peter Hartman for teaming with ITD to initiate a five-state Peer to Peer Construction Partnering and Work Zone Safety Exchange workshop planned in early 2021.

Contractors and District construction team members attended the meeting virtually as Communication Office Manager (COM) Vincent Trimboli announced the winners and recognized innovative team solutions, lessons learned, and best practices. It was noted that in

addition to staff and the contractors, a number of other partners and stakeholders were involved in achieving the successful projects.

Chairman Moad thanked staff and ITD's partners for the presentation and congratulated the winning teams for their accomplishments.

Public Transportation Advisory Council (PTAC) and Public Transportation Office Annual Report. Public Transportation Manager (PTM) Ron Duran said that because the previous PTAC chair resigned in August and due to the pandemic, he would present the PTAC report. The Council held discussions on its role, how to be more engaged, barriers, and challenges. Some of the initiatives it would like to pursue include standardizing policies, identifying additional funding resources, collaborating more with the Idaho Working Group and Community Transit Association of Idaho, and expanding services and addressing gaps in service. The COVID-19 pandemic has had significant impacts on providers, including a decline in ridership, lost revenue, a shortage of personal protective equipment, and a shortage of drivers and staff.

PTM Duran said the Public Transportation Office is assisting the City of Twin Falls with its potential change from a rural provider to a small urban provider based on the 2020 census; helping the City of Idaho Falls re-establish transit service after the Targhee Regional Public Transportation Authority ceased operations in 2019; and overseeing \$27 million Idaho received in CARES Act Funds. It also conducted the annual Public Transportation Conference online this year, and met with counterparts from other states to share best practices. PTM Duran commended his staff for its accomplishments, in spite of the pandemic that resulted in additional responsibilities and the need to work remotely.

Chairman Moad thanked PTM Duran for the informative presentation and for his efforts.

PTAC District 3 Appointment. Shauna Miller, Grants/Contracts Officer (G/CO), said the District 3 PTAC member resigned in August. Staff solicited applications to fill the vacancy and received four. PTAC reviewed the applications and determined the candidates are fit to serve on the Council.

Member DeLorenzo believes all four candidates are highly qualified. Because of Allan Schneider's work with and association with the blind and visually impaired community, she believes he would bring a unique perspective to the Council. He relies on public transportation, so would presumably have extensive insight into its operation and ideas to improve it.

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

RES. NO.       WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory  
ITB20-61       Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 3 with four submitted applications; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted application from October 21, 2020 to November 21, 2020; and

WHEREAS, the submitted applications and associated public comments were reviewed by the PTAC at its December 10, 2020 meeting where the Council determined all applicants were qualified to fill the vacant District 3 position.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board has determined to appoint Allan R. Schneider for the District 3 PTAC position for the term of July 1, 2020 through June 30, 2023.

Chairman Moad thanked G/CO Miller for the presentation.

Grant Anticipation Revenue Vehicle (GARVEE) Program Update and Preparation for 2021 Bond Sale. Transportation Program Manager (TPM) Amy Schroeder reported that the US-95 and SH-53 interchange is complete and work is continuing on the Garwood portion. The low bid on the US-95, Granite North project was \$21 million, under the engineer's estimate. Some preliminary construction work has begun, but the main construction will commence in spring. Significant work has been completed on the I-84 corridor between Nampa and Caldwell. The project to widen I-84 from Franklin Road to Karcher Road should be ready to bid next week. Right-of-way acquisition is continuing in the SH-16 corridor, and the design is expected to be complete by October 2021.

Controller Dave Tolman summarized the Department's philosophy regarding GARVEE bonds: issue them to meet the 36 month Internal Revenue Service spend-down requirement; issue for investments with an intended life longer than the term of the bonds; issue to ensure bonds are secured prior to awarding contracts; and award construction contracts prior to selling bonds with a risk factor not to exceed \$25 million. The term for each series is 18 years with a call provision at 10 years.

Controller Tolman recommended refinancing the callable portion of the 2011 bonds of approximately \$60.8 million in April. Refinancing from the 4.6% interest rate to 1.1% would result in savings of approximately \$15.4 million. He also recommends selling bonds in the amount of \$158.5 million at that time, which is the remaining available amount of the 2017 legislative-authorized \$300 million. This would increase the annual debt service by about \$6 million. The plans are to request Board approval next month for these two actions.

The estimated cost for the remaining I-84 work is \$137.6 million, according to TPM Schroeder. If \$158.5 million in bonds are sold in April, that would leave about \$20 million for other GARVEE projects. One option is to fund additional right-of-way acquisition on the SH-16



corridor, as approximately \$15 million is still needed for that activity; however, the potential to re-direct GARVEE funds to other projects won't be known until the bids for the remaining I-84 projects are opened.

Member DeLorenzo asked if staff is comfortable with the estimate of \$15 million to complete right-of-way acquisition on SH-16. TPM Schroeder replied that not enough parcels have been secured at this time to be confident with that number, but she believes staff will have sufficient right-of-way data by spring, when bids on the I-84 construction project are opened.

Chairman Moad thanked staff for the informative GARVEE Program update.

Due to time constraints, Chairman Moad recommended delaying the Road Usage Charge West Update presentation until January.

Member DeLorenzo moved to delay the Road Usage Charge West Update presentation until the January Board meeting. Member Hoff seconded the motion and it passed 6-0 by individual roll call vote.

Executive Session on Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:17 PM to discuss personnel issues as authorized in Idaho Code Section 74-206 (b). Member Horsch seconded the motion and it passed 6-0 by individual roll call vote.

The discussions on personnel matters related to the performance of employees.

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

129,000 Pound Routes, Districts 3 and 4. Freight Program Manager (FPM) Scott Luekenga presented the Chief Engineer's evaluation on the request to designate SH-19, milepost (MP) 0.0 to 4.827 and MP 34.195 to 34.638 as a 129,000 pound route in District 3. DMV reported that the route is designated as a blue route, allowing 95-foot overall vehicle length and a 5.5-foot off-track. The bridge analysis determined that the 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 to very poor condition. There are no safety concerns. The Chief Engineer's evaluation 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.

COM Trimboli reported that 72 comments were received on all three routes in District 3 during the public comment period. The majority opposed the route designations, mainly because of concerns with safety and congestion. He believes most of the concerns are due to misconceptions about 129,000 pound vehicle combinations.

Member Horsch concurred that education is needed on this issue. Because the Board Subcommittee on 129,000 Pound Truck Routes believes the negative public comments were due to a misunderstanding of these commercial motor vehicle, it approved the Chief Engineer's evaluation and recommendation to proceed with the SH-19 route request.

Member DeLorenzo concurred with Member Horsch's comments. She mentioned that the public hearing was conducted remotely, so there was no education room, which may have resulted in additional negative comments. She said the 129,000 pound vehicle combinations have more axles than the 105,500 pound trucks, resulting in less wear and tear on the pavement. The state highway system is designed to move people and commerce, and the higher weight limits are an option for the trucking industry. She supports the Chief Engineer's analysis and recommendation to approve the SH-19 route request.

Member DeLorenzo 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  
ITB20-62       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: SH-19, Milepost (MP) 0.000 to MP 4.827 and Old Highway 95 MP 34.195 to 34.638; and

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

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and twenty-eight (28) comments were received with six (6) in support, thirteen (13) adversarial, and nine (9) neither for nor against 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 December 2, 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 December 17, 2020.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on SH-19, MP 0.000 to MP 4.827 and Old Highway 95 MP 34.195 to MP 34.638; 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 January 1, 2021.

FPM Luekenga presented the Chief Engineer's evaluation on the request to designate US-26, MP 24.83 to 34.302 in District 3 as a 129,000 pound route. DMV confirmed 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 seven 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. The Office of Highway Safety reported six non-interstate high accident intersection locations in the top 100 and two 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 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  
ITB20-63       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: US-26, Milepost (MP) 24.83 to 34.302; 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 twenty (20) comments were received with none in support, fourteen (14) adversarial, and six (6) neither for nor against 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 December 2, 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 December 17, 2020.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on US-26, MP 24.83 to MP 34.302; 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 January 1, 2021.

FPM Luekenga presented the Chief Engineer's analysis on the request to designate I-84 Business Loop, MP 61.7967 to 58.665, MP 58.67 to 57.64, and MP 58.665 to 55.9 as a 129,000 pound route in District 3. 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 good condition. There are three non-interstate high accident locations and two high accident intersection location clusters on the route. The Chief Engineer's evaluation 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 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  
ITB20-64       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, Milepost (MP) 61.797 to MP 58.665, MP 58.67 to MP 57.64, and MP 58.665 to MP 55.90; and

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

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and twenty-five (25) comments were received with three (3) in support, seventeen (17) adversarial, and five (5) neither for nor against 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 December 2, 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 December 17, 2020.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on I-84 Business Loop, MP 61.797 to MP 58.665, MP 58.67 to MP 57.64, and MP 58.665 to MP 55.90; and

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

*BE IT FURTHER RESOLVED*, following the fourteen day public appeals period, this resolution is effective January 1, 2021.

FPM Luekenga said a request was received to designate the SH-81 Spur in District 4 as a 129,000 pound route, milepost 0.00 to 0.338. He presented the Chief Engineer's analysis. DMV reported that the route is coded a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis confirmed that the 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 very poor condition due to cracking. There are no safety concerns. The Chief Engineer's evaluation 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. He added that no comments were received during the 30-day public comment period.

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  
ITB20-65        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-81 Spur, Milepost (MP) 0.000 to MP 0.338; 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 no comments were received; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on November 19, 2020 with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses, 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 December 17, 2020.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on SH-81 Spur, MP 0.000 to MP 0.338; 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 January 1, 2021.

FPM Luekenga said Idaho Milk Transport is requesting to close a gap on US-93 that was erroneously omitted from an earlier application it submitted and the Board approved.

Member Horsch concurred that the Board Subcommittee on 129,000 Pound Truck Routes supports this designation, noting that 105,500 pound vehicles currently operate on it.

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  
ITB20-66      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) 38.050 to 41.499; and

December 17, 2020

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 nor against 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 November 19, 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 December 17, 2020.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendations on US-93, MP 38.050 to 41.499; 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 January 1, 2021.

Chairman Moad thanked FPM Luekenga for his work on 129,000 pound route requests, including addressing the backlog and expediting the process.

US-95, Thorncreek Road to Moscow Relinquishment Agreement. District 2 Engineer Doral Hoff said the relinquishment of US-95 after the completion of the Thorncreek Road to Moscow realignment project has been negotiated with the North Latah Highway District. ITD will provide financial assistance to improve the portion of US-95 to be relinquished. After the US-95 realignment is complete, staff will seek Board approval of the Official Minute transferring the route to the local entity and a new agreement to complete the transaction.

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

RES. NO.      WHEREAS, Idaho Transportation Board Policy 4061 State Highway System  
ITB20-67      Adjustments outlines the Idaho Transportation Board's authority to make  
                 additions and deletions to the State Highway System; and

WHEREAS, on June 10, 2020, the North Latah Highway District signed the Road Closure and Maintenance Agreement; and

WHEREAS, on September 15, 2020, the Idaho Transportation Board Subcommittee on State Highway System Adjustments recommended the Road Closure and Maintenance Agreement be presented to the Board for approval.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board authorizes staff to enter into the Road Closure and Maintenance Agreement with the North Latah Highway District to set the conditions for the future relinquishment of US-95 from Thorn Creek to Moscow upon the completion of the US-95, Thorncreek Road to Moscow project, key #9294.

Chairman Moad thanked District Engineer Hoff for his work on the system adjustment.

Administrative Policy 5061 State Highway System Adjustments. Planning Services Manager (PSM) Ken Kanownik presented revisions to Administrative Policy 5061 State Highway System Adjustments. The revisions include new guidance regarding the process and procedures for requesting state highway system adjustments and the Board Subcommittee on State Highway System Adjustments' review and approval process. The policy will replace the current standard operating procedures.

Vice Chairman Kempton said the Board Subcommittee on State Highway System Adjustments has been involved in the policy update and supports the revisions.

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

RES. NO.        WHEREAS, on January 21, 2020 the Board Subcommittee on State Highway  
ITB20-68        System Adjustments met to discuss updating Administrative Policy 5061 State  
                     Highway System Adjustments following the approval of the corresponding Board  
                     Policy 4061 in December of 2019; and

WHEREAS, on September 15, 2020 the Board Subcommittee on State Highway System Adjustments met to review draft Administrative Policy 5061, which updates processes and procedures for Idaho Transportation Department staff to follow for requesting adjustments to the State Highway System; and

WHEREAS, the Idaho Transportation Board has reviewed the update to Administrative Policy 5061 State Highway System Adjustments.

*NOW THEREFORE BE IT RESOLVED*, that the Board concurs with Administrative Policy 5061 State Highway System Adjustments in substantial form.

*Note: "...in substantial form" references Board approval under provisions of Board Policy 4061 for aspects of revised Administrative Policy 5061 that involve direction by the Director to Board members assigned by the Board Chairman to*



*the Subcommittee on State Highway System Adjustments. The Board reserves the right under law to unilaterally amend such direction at any time in the future.*

Chairman Moad thanked PSM Kanownik for the policy update.

Revisions to Board Policy 4031 Early Development Program. Program Management Office Manager (PMOM) Randy Gill presented revisions to Board Policy 4031 Early Development Program and the corresponding Administrative Policy 5031. The modifications bring the policy up to date and address current procedures and best practices.

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

RES. NO. ITB20-69 WHEREAS, the Idaho Transportation Board is charged with setting policies for the Idaho Transportation Department; and

WHEREAS, Board Policy 4031 Early Development Program was developed to provide guidance and procedures for developing and updating the Early Development Program; and

WHEREAS, Board Policy 4031 Early Development Program contains outdated information and guidance.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves revisions to Board Policy 4031 Early Development Program, deleting outdated information that is no longer applicable and providing current guidance and best practices; and

*BE IT FURTHER RESOLVED*, that the Board concurs with the revisions to the corresponding Administrative Policy 5031.

Chairman Moad thanked PMOM Gill for revising the policies.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 2:30 PM.

signed

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BILL MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
January 21, 2021  
Boise, Idaho

December 17, 2020