

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 18, 2021

The Idaho Transportation Board convened at 10:25 AM on Thursday, February 18, 2021 in Pocatello, Idaho. The following principals were present:

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
Bob Hoff, Member – District 6
Brian W. Ness, Director
Scott Stokes, Chief Deputy
Gary Luke, Deputy Attorney General
Sue S. Higgins, Executive Assistant and Secretary to the Board

Security Share. Aviation Planner Jennifer Schildgen warned about the dangers of deep vein thrombosis, or blood clots in legs. This can occur after extensive periods of sitting, such as during long airplane flights. It is important to stand up occasionally and move around to prevent blood clots.

Chairman Moad thanked Aviation Planner Schildgen for the valuable message.

Appointment of Vice Chairman. Chairman Moad thanked Vice Chairman Kempton for serving as vice chairman. He appointed Member Vassar to serve as vice chair.

Subcommittee Assignments. Chairman Moad continued the membership of the following Subcommittees: Adjustments to the State Highway System – Member Kempton as chairman, Member Hoff as the permanent member, and Member Thompson as the floating member to serve on the Subcommittee unless a non-appointed member has a route under consideration, then that non-appointed member shall participate; Audits – Member DeLorenzo to serve as chair and Vice Chair Vassar; and 129,000 Pound Truck Routes - Member Horsch as chairman, Member Thompson as the permanent member, and Member Hoff as the floating member. Member Hoff is to chair the Subcommittee on Policies with Vice Chair Vassar and Member DeLorenzo.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on January 21, 2021 as submitted. Member Kempton seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled:
March 18, 2021
April 22, 2021
May 19, 2021

February 18, 2021

Consent Items. Member Kempton questioned the I-84, Five Mile Overpass project. Construction is estimated at \$16.2 million, which is a significant cost for a consent item. Chief Engineer (CE) Blake Rindlisbacher said today's request is for \$100,000 for preliminary engineering and environmental work in partnership with Ada County Highway District. The overpass needs to be replaced, so staff wants to start the preliminary work.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB21-09 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 Aeronautics' building lease agreement; the FY21 Program funding request for statewide rest area and port of entry Americans with Disabilities Act assessments; the addition of US-95, Lower Lewiston Port of Entry Water Supply, District 2; the addition of two projects to District 1, US-95, Sagle Road to Lake Shore Drive interim improvements; the addition of Five Mile Road Overpass, Ada County to the Program; the addition of SH-33, Canyon Creek Bridge Repairs to the Bridge Preservation Program; and a consultant agreement.

1) Aeronautics' Building Lease Agreement. The Division of Aeronautics is preparing to relocate to a facility owned by the City of Boise. The final lease agreement has been prepared, with updates to the original term sheet for relocation. The modifications include total lot square footage of 95,850 square feet that will be used for lease terms after the initial base rent period ends July 1, 2025. The initial base rent is \$1.00 per year and the renewal term rate after July 1, 2025 will be \$0.227 per square foot for a total of \$21,756 annually; however, ITD will not be responsible to pay costs associated with the additional building square footage over the current location. The agreement includes four parking passes for state employees to access airport employee parking while traveling on state business. It also specifies that the Division of Aeronautics is responsible for storm water maintenance. It needs to be in compliance with the operations and maintenance manual with annual system inspections by the City of Boise. Staff requests authorization to sign the building lease agreement with the City of Boise.

2) FY21 Program Funding Request: Statewide Rest Area and Port of Entry Americans with Disabilities Act (ADA) Assessments. Staff requests a \$150,000 Statewide Rest Area and Port of Entry ADA Assessment project in FY21, using state funding from COVID mitigation set-asides. This project will assess the 22 rest area and port of entry buildings for ADA compliance and determine the costs to upgrade the buildings to meet current code and requirements. This information would be used for planning purposes.

3) Addition of US-95, Lower Lewiston Port of Entry Water Supply, District 2. Staff requests the addition of a US-95, Lower Lewiston Port of Entry Water Supply project. Currently, Red Rock, LLC supplies the building with water, but the water is generally considered unfit for

human consumption per Department of Environmental Quality standards. The FY21 project would resolve the long-term water needs by connecting to City of Lewiston water. The \$750,000 project would be funded with COVID mitigation set-asides.

4) Addition of Two Projects to District 1 US-95, Sagle Road to Lake Shore Drive Interim Improvements. Staff requests the addition of the US-95, Sagle Road to Lake Shore Drive Interim Improvements, phase 1 and phase 2, to the Idaho Transportation Investment Program (ITIP) using an estimated \$8 million in available FY21 state COVID mitigation set-aside funds. The projects should alleviate traffic congestion, address traffic flow problems, and reduce serious and fatal crashes in the Sagle to Sandpoint area. The projects are an interim solution to the ultimate buildout of the three mile segment that includes interchanges and replacing the Long Bridge at an estimated cost of \$100 million.

5) Addition of Five Mile Road Overpass, Ada County. Staff requests the addition of the Five Mile Road Overpass in District 3 to the ITIP to begin preliminary design and environmental work to replace the I-84 overpass. This is part of the ongoing efforts to improve this Treasure Valley corridor. Total construction costs are estimated at \$16.2 million. The estimated cost of the preliminary work is \$300,000. ITD would contribute \$100,000 from available obligated funds from key #20055.

6) Addition of SH-33, Canyon Creek Bridge Repairs, District 6. Staff requests the addition of a \$550,000 SH-33, Canyon Creek Bridge Repairs project to the FY21 Bridge Preservation Program using state FY21 COVID mitigation set-aside funds. The project will address drainage and erosion issues that are threatening the bridge foundation supports.

7) Request to Approve Consultant Agreement. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #19883 – US-95, North Corridor Access Improvements, Kootenai County, District 1 for additional construction, engineering, and inspection services of approximately \$1.325 million.

Information Items. Chairman Moad encouraged staff to develop a plan to address the needs of ITD's state-owned dwellings.

1) Contract Awards and Advertisements. Key #20060 – I-84, Sand Hollow Interchange to Farmers Sebree Canal, District 3. Low bidder: Kloefer Inc. - \$1,145,252.

Key #23076 – US-30, Lava Hot Springs Rock Fall Mitigation, District 5. Low bidder: Rock Supremacy LLC - \$533,750.

Key #22419 – US-93, FY20 District 6 Rock Fall Mitigation. Low bidder: Rock Supremacy LLC - \$98,300.

Key #19941 – US-95, Riverside Northbound Passing Lane, District 2. Low bidder: M A DeAtley Construction Inc. - \$1,878,436.

Key #23079 - I-84, Temporary Widening, Franklin Interchange to Karcher Interchange, District 3. Low bidder: Staker & Parson Companies DBA Idaho Materials & Construction - \$6,796,163.

Key #20436 – SH-13, Mount Idaho Road to Top Harpster Grade, District 2. Low bidder: Poe Asphalt Paving Inc. - \$3,332,221.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From December 29 through January 29, 11 new professional services agreements and work tasks were processed, totaling \$2,250,946. Two supplemental agreements to existing professional services agreements were processed during this period in the amount of \$74,624.

3) Monthly Reporting of Federal Formula Program Funding through January. Idaho received obligation authority of \$279.3 million through September 30 via an Appropriations Act signed in December. This corresponds to \$278.4 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. Congress also passed a COVID relief package. An extension to the federal Fixing America's Surface Transportation Act was signed in October 2020. Idaho received apportionments of \$315.4 million. Obligation authority is currently 88.5% of apportionments. Of the \$278.4 million allotted, \$172.8 million remains.

4) 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.

5) Annual Report on Status of State-Owned Dwellings. Information on the ITD-owned dwellings, including the fair rental, monthly rental fee, and rental status was provided. The Department owns 3 stick-framed houses, 16 manufactured homes, 6 bunkhouses, 2 apartments at Johnson Creek and Cavanaugh Bay Air Strips, and 19 trailer pads with employee-owned housing on 11. Additionally, it owns nine trailer pads and three houses at rest areas.

Monthly Report on Department Activities. Director Ness said he presented the FY22 appropriation request to the Joint Finance and Appropriations Committee (JFAC) earlier this month. The Department has made a concerted effort to reduce vacancies. He informed JFAC that there were six vacancies on February 8, and he requested a budget supplement to restore personnel funds that were removed last year. Next week he will give a presentation to the Senate Transportation Committee. Member DeLorenzo's Senate confirmation hearing is also scheduled on February 23, along with Chris Pomeroy, who is being appointed to the Aeronautics Advisory Board.

Based on a conversation with someone on President Biden's transition team, Director Ness believes Idaho will be fortunate if its federal formula funding remains flat with the new administration. There are discussions about maintaining the funding formula, but taking money off the top for large cities. Environmental requirements may become more stringent too. In

closing, he commended maintenance employee Brandyn Knight for providing exemplary customer service.

Chairman Moad thanked Director Ness for the report.

Legislative Report. Governmental Affairs Manager (GAM) Mollie McCarty reported that JFAC approved two of ITD's five FY21 supplemental budget requests: the \$71 million federal COVID relief aid and public transportation 5310 Program funds of \$223,000. She believes some of the other supplemental requests may be approved as part of the FY22 appropriation. No action has been taken on the Governor's general fund surplus proposal of \$126 million for transportation. The Senate Transportation Committee approved ITD's two rules, but the House Transportation Committee (HTC) has not considered them yet. The HTC approved ITD's legislative proposal related to updating the federal odometer requirements with a do pass recommendation but did not take any action on the red take reduction clean up proposal.

GAM McCarty said discussions are continuing on transportation revenue. Some of the other legislative proposals that staff is monitoring relate to allowing off-highway vehicles to travel on additional portions of state highways to connect to trails and services, third party electronic credentialing, and increasing the fine for running red lights.

Chairman Moad thanked GAM McCarty for the update.

Excellence in Transportation Awards. Communication Manager Vince Trimboli presented the annual Excellence in Transportation Awards: Safety Team – Montpelier Shed; Safety Team – Port of Entry Team; Maintenance Person of the Year – Rusty Church; Vanguard – Tyler Coy; Professional of the Year – Nik Sterbenz; Professional of the Year – Tony Pirc; Engineer of the Year – David Statkus; Career Achievement – Merrill Sharp; Career Achievement – Barb Tanahill; and Kimbol Allen Excellence in Innovation – Jennifer Schildgen.

Chairman Moad congratulated all of the recipients for their achievements and thanked them for their valuable service.

Updated Strategic Plan. Director Ness presented the updated Strategic Plan, continuing the mission of Your Safety, Your Mobility, Your Economic Opportunity. No changes were made to the document since the draft was presented last month.

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

RES. NO. WHEREAS, the Idaho Transportation Board adopted a strategic plan in 2011 with
ITB21-10 a mission statement: Your Safety, Your Mobility, Your Economic Opportunity;
and

WHEREAS, this mission statement and the associated set of goals have been a successful defining point and directional reference for the Idaho Transportation Department emphasizing the importance of transportation in the lives of all citizens of Idaho; and

WHEREAS, this mission and the associated set of goals have instilled in the leadership and staff a common basis for purpose, decisions, and investment; and

WHEREAS, senior leadership of the Department unitedly proposes updates to the 2011 strategic plan that are captured in the proposed 2021 plan; and

WHEREAS, the 2011 strategic plan has served the Department and Idaho well; and

WHEREAS, the future safety, mobility, and economic opportunity in Idaho will be largely influenced by service of dedicated transportation department employees and partners.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board adopts and approves the 2021 Idaho Transportation Department Strategic Plan.

Chairman Moad thanked Director Ness for the presentation and his efforts on updating the Plan.

2021 Omnibus Rulemaking Notices. Ramon Hobdey-Sanchez, Governmental Affairs Program Manager (GAPM), said that due to the 2019 and 2020 Idaho legislature not reauthorizing the Idaho Administrative Procedure Act, the Governor's and Department's actions prevented all administrative rules from expiring. In an effort to be proactive and protect the fee rules in IDAPA Title 39 from expiring, he requests approval of a notice for publication. The notice would only be published if the legislature does not reauthorize the Idaho Administrative Procedure Act during the 2021 legislative session. This will ensure the seven fee rules will continue to carry the full force and effect of the law.

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

RES. NO. ITB21-11 WHEREAS, the Idaho Transportation Department's seven fee rules are currently pending, awaiting approval by the 1st Regular Session of the 66th Idaho Legislature; and

WHEREAS, final legislative action to adopt the Department's pending rules has not yet occurred; and

WHEREAS, pursuant to Section 67-5226, Idaho Code, the Governor has found that temporary adoption of these rules is appropriate to protect the public health, safety and welfare of the citizens of Idaho and confer a benefit on its citizens; and

WHEREAS, these rules implement the duly enacted laws of the State of Idaho, provide citizens with the detailed rules and standards for complying with those laws, and assist in the orderly execution and enforcement of those laws; and

WHEREAS, the expiration of these rules without due consideration and processes would undermine the public health, safety and welfare of the citizens of Idaho and deprive them of the benefit intended by these rules; and

WHEREAS, the Governor has also found that the fees or charges being imposed or increased are justified and necessary to avoid immediate danger to the Department's budget, to the state budget, to necessary state functions and services, and to avoid immediate danger of a potential violation of Idaho's constitutional requirement that it balance its budget.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board is adopting these temporary rules to be effective upon *sine die* of the 2021 session of the Idaho Legislature. This approval is conditional and will only become effective if the rules are not otherwise approved or rejected by the Legislature and/or not extended pursuant to the Idaho Administrative Procedure Act, including sections 67-5291 and 67-5292, Idaho Code.

Chairman Moad thanked GAPM Hobdey-Sanchez for the presentation.

State FY21 Financial Statements through December. Controller Dave Tolman reported that revenues to the State Highway Account from all state sources were ahead of projections by 17% as of December 31. Receipts from the Highway Distribution Account were \$21.3 million more than forecast; although the forecast was lowered due to COVID. State revenues to the State Aeronautics Fund were below projections by 4%, or \$63,000. Expenditures were within planned budgets. Personnel costs had savings of \$3.1 million or 4.7% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$35.4 million during the month.

The balance of the long term investments was \$111.3 million at the end of December. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$79.3 million includes reserves to mitigate the impact of COVID on FY21 revenue. Expenditures in the Strategic Initiatives Program Fund were \$15.2 million year-to-date. Sales tax deposits into the Transportation Expansion and Congestion Mitigation Fund were \$10.2 million, and expenditures were \$26 million. The federal CARES Act provided \$27.3 million for public transportation. Expenditures totaled \$3.3 million year-to-date.

Controller Tolman reported that GARVEE expenditures to date are \$21.2 million. Regarding audits, there were no findings in FY20 and all previous findings are closed. The Single Audit for federal compliance is ongoing. He mentioned staff's intent to expend the COVID mitigation set-aside funds, noting the projects that the Board approved as part of the consent calendar.

Chairman Moad thanked Controller Tolman for the financial summary.

Public Transportation 2021-2023 One-Time CARES Technology Application Funding Recommendations. Shauna Miller, Grants/Contracts Officer (G/CO), said ITD received a one-

time federal CARES technology grant for Rural Areas. The available amount is \$1,860,703 and the projects would be added to the Statewide Transportation Investment Program (STIP) in FY21. The funds are available for new or upgrades to intelligent transportation systems technology for public transportation with capabilities like dispatching and scheduling, preventative maintenance, asset management, automated passenger counters, data collection, mobile apps, and real-time passenger information.

Vice Chair Vassar 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, ITB21-12 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 funding source is FTA 5311 Rural Formula Program – CARES grant; 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 #532, which is made a part hereof with like effect, and approves the rural funding amount of \$1,860,703 for submittal to the FTA for final approval; and

BE IT FURTHER RESOLVED, that these projects are submitted for inclusion in the FY21-27 Statewide Transportation Investment Program and programmed in FY21.

Public Transportation 2022-2024 One-Time Application Funding Recommendations.

Additional funding is available for Enhanced Mobility of Seniors and Individuals with Disabilities, Rural Areas, Bus and Bus Facilities, and the Vehicle Investment Program, according to G/CO Miller. The funding is available for operations, administration, preventative maintenance, and capital assistance to support public transportation in rural areas with populations less than 50,000. These projects, totaling \$2,854,824, would be programmed in FY22 of the STIP. The FTA has final approval for these two-year awards.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting, ITB21-13 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 funding sources include three FTA grants, the 5310 Elderly and Persons with Disabilities Program, 5311 Rural Formula Program, and the 5339 Bus and Bus Facilities Program, and one State grant Vehicle Investment Program; 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 #533, which is made a part hereof with like effect, and approves the rural funding amount of \$2,854,824 for submittal to the FTA for final approval; and

BE IT FURTHER RESOLVED, that these projects are submitted for inclusion in the FY21-27 Statewide Transportation Investment Program and programmed in FY22.

Executive Session on Legal and Personnel Issues. Vice Chair Vassar made a motion to meet in executive session at 12:50 PM to discuss personnel issues as authorized in Idaho Code Section 74-206 (b) and legal issues as authorized in Idaho Code Section 74-206 (f). Member Kempton seconded the motion and it passed 5-0 by individual roll call vote.

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

The Board came out of executive session at 1:30 PM.

Local Rural Highway Investment Program (LRHIP) Annual Report. Local Highway Technical Assistance Council Deputy Administrator Laila Kral said the LRHIP provides funding to rural local highway jurisdictions. Per Board policy, federal Surface Transportation Program – Rural funds may be exchanged for a maximum of \$2.8 million in State Highway Funds. The current exchange rate is \$0.6167 state for \$1.00 federal; however, the Board increased the exchange rate to \$0.80 state/\$1.00 federal effective in FY21. Cities with less than 5,000 population outside of urban areas, county road and bridge departments, and highway districts that collect local taxes or have alternative funding mechanisms for highways and bridges are eligible to participate in the program. Funds cannot be used for wages, equipment, or consultant services except for planning projects.

Deputy Administrator Kral said 16 of the 51 construction applications received were funded for \$1.58 million; both of the federal-aid match requests were funded for \$173,400; 9 of the 13 sign projects were funded for \$233,000; and 10 of the 25 transportation plans were funded

for \$345,000 in FY20. Additionally, \$400,000 is reserved for emergency projects, and two were funded in FY20. Unused emergency funds carry over into future years; although that fund is capped at \$800,000. She highlighted some of the funded projects and emphasized the continued popularity of the Program.

Chairman Moad thanked Deputy Administrator Kral for the report.

129,000 Pound Routes, District 2. Freight Program Manager (FPM) Scott Luekenga presented the Chief Engineer's evaluation on the request to designate SH-6, milepost (MP) 0.000 to 9.858; SH-8, MP 2.331 to 25.549; and SH-9, MP 0.000 to 13.522 in District 2 for vehicle combinations up to 129,000 pounds. The Division of Motor Vehicles reported that the highways are classified as blue routes, allowing 95-foot overall vehicle length and a 5.5-foot off-track. The bridge analysis determined that the 13 bridges on the routes will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement conditions range from good to poor. These highways have no non-interstate high accident intersection locations; however, SH-9 has four high accident location clusters. Between 2014 and 2019 there were a total of 214 crashes on these routes. Three of those crashes involved a commercial motor vehicle; however, no fatalities resulted. The Chief Engineer's evaluation recommends approving the application, and the Board Subcommittee on 129,000 Pound Truck Routes concurred.

Public Information Officer Megan Sausser said close to 40 comments were received during the public comment period. A number of comments were in support of the route designation. The main opposition was due to concerns with safety and congestion, specifically the lack of passing lanes.

Vice Chair Vassar said she drove the route, and believes it is in good shape. She believes the public comments opposing the route designation are mainly due to misperceptions about commercial motor vehicles.

Vice Chair Vassar made a motion, seconded by Member Thompson, and passed unanimously, to approve the following resolution:

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB21-14 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 129,000 pound routes in District 2: SH-6, milepost (MP) 0.000 to 9.858; SH-8, MP 2.331 to 25.549; and SH-9, MP 0.000 to 13.522; and

WHEREAS, the Chief Engineer and ITD staff received the application 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 15-day public comment period was held, including an opportunity for verbal testimony with thirty-six (36) comments received, nine (9) in support, twenty-two (22) adversarial, and five (5) neither for nor against on the specific routes; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on January 21, 2021 with a recommendation to approve the routes; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the requested routes; 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 February 18, 2021.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on SH-6, MP 0.000 to 9.858; SH-8, MP 2.331 to 25.549; and SH-9, MP 0.000 to 13.522 in District 2; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced routes requested in District 2; and

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective March 3, 2021.

129,000 Pound Truck Route Manual Update. FPM Luekenga presented revisions to the 129,000 Pound Truck Route Manual. The main changes designate the FPM as the Chief Engineer's lead coordinator, updates the membership list, adds a kick-off meeting to the process to improve coordination, addresses the process for applications that are not found favorable, and clarifies the public hearing process and changes the public comment period to 15 days. Some of the changes are being proposed to streamline and expedite the process to review route requests. He confirmed that the Subcommittee on 129,000 Pound Truck Routes has reviewed and concurred with the revisions.

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

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB21-15 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, Idaho Transportation Department staff began the process of updating the 129,000 Pound Route Subcommittee Manual in October of 2020; and

WHEREAS, at the January 21, 2021 Board Subcommittee on 129,000 Pound Truck Routes meeting, the Subcommittee discussed and accepted the updates to the manual as proposed in the Board packet.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board adopts the procedural changes to the 129,000 Route Program Manual.

Chairman Moad thanked FPM Luekenga for the presentations and for his efforts to expedite the 129,000 route designation process.

Deletion of Board Policy B-19-07, Highway Safety Funds. Program Management Office Manager (PMOM) Randy Gill requested deleting Board Policy B-19-07, Highway Safety Funds and its corresponding Administrative Policy A-19-07. Information from these policies has been incorporated into Board Policy 4011 and Administrative Policy 5011 Idaho Transportation Investment Program and Board Policy 4085 and Administrative Policy 5085 Rail Highway Crossing Program.

Vice Chair Vassar said the Board Subcommittee on Policies reviewed this proposal and supports it.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB21-16 the Idaho Transportation Department; and

WHEREAS, Board Policy B-19-07, Highway Safety Funds was developed to provide guidance and procedures for the use of highway safety funds; and

WHEREAS, Board Policy B-19-07, Highway Safety Funds contains information and guidance that has been incorporated into Board Policy 4011 and Administrative Policy 5011 Idaho Transportation Investment Program and in Board Policy 4085 and Administrative Policy 5085 Rail Highway Crossing Program; and

WHEREAS, Administrative Policy A-19-07, Highway Safety Funds contains information and guidance that has been incorporated into Board Policy 4011 and Administrative Policy 5011 Idaho Transportation Investment Program and in Board Policy 4085 and Administrative Policy 5085 Rail Highway Crossing Program.

NOW THEREFORE BE IT RESOLVED, that the Board approves deleting Board Policy B-19-07, Highway Safety Funds and concurs with deletion of A-19-07, Highway Safety Funds because this information is now included in other policies.

Chairman Moad thanked PMOM Gill for the presentation.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 2:05 PM; however, it conducted an informal workshop on unfunded Safety and Capacity corridors.

Chief Operations Officer Dan McElhinney said that it is important for the Department to be able to advance planning and engineering on major transportation corridors to address current and future safety and capacity demands, especially as the state's population continues to experience significant growth. In an effort to ensure that projects are ready if additional funding becomes available, staff developed a list of unfunded safety and capacity needs that would expand, modernize, and accommodate future growth.

The major corridors and needs in each district were presented. An initial scope, cost estimate, and the next steps were summarized.

The Board thanked staff for the informative presentation and commended it for the excellent work it is doing.

The workshop ended at 3:35 PM.

signed

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
March 18, 2021
Boise, Idaho

February 18, 2021