

DISTRICT FIVE TOUR AND REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD

July 21-22, 2021

The Idaho Transportation Board met at 1:00 PM on Wednesday, July 21, 2021 in Pocatello, Idaho. The following principals were present:

Bill Moad, Chairman  
Janice B. Vassar, Vice Chair – District 2  
James R. Thompson, Member – District 1  
Julie DeLorenzo, Member – District 3  
Jim Kempton, Member – District 4  
Dwight Horsch, Member – District 5  
Bob Hoff, Member – District 6  
Scott Stokes, Chief Deputy  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Representative Dustin Manwaring was also in attendance.

District 5 Tour. The Board traveled through the recently-constructed I-15, Northgate Interchange and then traveled I-15 south and US-30 east to Lava Hot Springs. After viewing a rockfall mitigation project, it continued east on US-30 to look at a wildlife fence project. It traveled west on US-30, stopping to view the location of a potential bypass of Lava Hot Springs, and then returned to Pocatello via US-30 west and I-15 north.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting recessed at 3:30 PM.

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The Idaho Transportation Board convened at 8:30 AM on Thursday, July 22, 2021 in Pocatello, Idaho. All members were present. Director Brian Ness and Lead Deputy Attorney General Tim Thomas were also in attendance.

Safety Share. District 5 Training Specialist Caitlin McGraw emphasized the importance of driving engaged. She believes motorists become complacent, especially when they travel the same road on a regular basis. It is important to drive engaged and defensively.

Chairman Moad thanked Training Specialist McGraw for the important message.

Board Minutes. Vice Chair Vassar made a motion to approve the minutes of the regular Board meeting held on June 23-24, 2021 as submitted. Member DeLorenzo seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled:  
August 17-18, 2021 – District 1

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September 22-23, 2021 – District 6  
October 19-20, 2021 – Boise

Consent Items. Vice Chair Vassar made a motion and seconded by Member Horsch to approve the consent calendar resolution.

Member DeLorenzo questioned the high bid on the US-20, Island Park Tree Removal project. Member Hoff reported that the value of the lumber is lower than anticipated and overall, the trees are not very salvageable.

The motion to approve the following resolution passed unopposed:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB21-47 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 Trucking Advisory Council membership appointment; the update of safety rest areas and Oasis partnerships; Kidd Creek Stream mitigation environmental monitoring; Local advance wetland mitigation, Lick Creek and Summit Spring; adjustments to the Local Safety Program; transfer funding from SH-33, Canyon Creek Bridge Repair to FY22 District 6 Bridge Repair; consultant agreements; and contracts for award.

1) Trucking Advisory Council (TAC) Membership Appointment. Staff, in consultation with the trucking industry, recommends appointing Tim Christopherson to the TAC. His term would start July 2021 and end December 31, 2022, because the current seat was recently vacated by Wally Burchak.

2) Update of Safety Rest Areas and Oasis Partnerships. The 2021 rest area chart was updated to reflect the current average daily traffic count data and the condition of the facilities. The I-84 Snake River View Rest Area is currently undergoing construction to install a sewer line. The visitor center is open; however, there are portable facilities because there is no water available. The I-84 Bliss and Juniper Rest Areas are programmed for building improvements and additional truck parking in 2025. The updated safety rest area chart and map are shown as Exhibit #538, which is made a part hereof with like effect.

3) Kidd Creek Stream Mitigation Environmental Monitoring. Staff requests the addition of the Local, Kidd Creek Stream Mitigation Environmental Monitoring project and the transfer of \$50,000 of excess obligated construction funds from key #12315 Kidd Island Project to \$40,000 construction engineering by consultant and \$10,000 construction engineering by the Local Highway Technical Assistance Council (LHTAC) for the new mitigation project.

4) Local Advance Wetland Mitigation, Lick Creek and Summit Spring. LHTAC and staff request the addition of the Local, Advance Wetland Mitigation, Lick Creek and Summit Spring

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project to the program for \$36,400. The project includes two locations and will provide advance wetland mitigation for local projects with wetland impacts.

5) Adjustments to the Local Highway Safety Improvement Program. LHTAC and staff request delaying the \$22,500 Intersection Safety Improvements, Kellogg, key #22396; the \$70,000 Improvements (Group Sign), key #22406; the \$64,000 Old Highway 81 Safety Improvements, key #22410; and the \$264,000 Guardrail Upgrade, key #21994 from FY21 to FY22. Additionally, the request is to advance the following projects from FY22 to FY21: Canyon Road and Fernan Lake Road Guardrail, key #22872 for \$96,000; Clear Zone Safety Improvements, key #22876 for \$89,000; and Signing and Guardrail, key #22877 for \$58,000.

6) Transfer Funding from SH-33, Canyon Creek Bridge Repair to FY22 District 6 Bridge Repair. In February, the Board approved Unallocated funds for SH-33, Canyon Creek Bridge Repair, District 6, key #23117. The bid was opened in April and was 352% above the engineer's estimate. The Board rejected the bid with the understanding that staff would reevaluate the project and develop alternate plans to rebid the project or accomplish the work in house. District 6 currently has a bridge repair project under contract. The contractor has capacity to add this repair work. Staff recommends removing the SH-33, Canyon Creek Bridge Repair project from the Program and transferring the \$550,000 to key #20730, FY22 District 6 Bridge Repair.

7) Request to Approve Consultant Agreements. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #20053 - US-20, Chester to Ashton, Fremont County, District 6 for design services of approximately \$2.47 million; and keys #20032, #20395, and #20444 – US-95, Culdesac Canyon Passing Lane Phase 3, 4, and 5, District 2 for design services of approximately \$4.45 million.

8) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. On key #21998 – SMA-7384, Intersection 21<sup>st</sup> Street and 19<sup>th</sup> Avenue, Lewiston, the differences between the low bid and engineer's estimate were mainly in the Sidewalk, Curb Ramp, Curb and Gutter Type 2, Traffic Signal Installation, Multiple Approach Video Detection System, and Special-Temporary Rectangular Rapid Flashing Beacon items. The engineer's estimate was developed using the average bid costs of previous projects in the area plus assumed price increases. The high level of inflation based on limited availability of certain items, smaller quantity items, and the increase in demand for contractors was not fully anticipated. LHTAC does not believe re-advertising the safety project would result in a lower bid, and recommends awarding the contract. Low bidder: Knife River Corporation – Mountain West - \$985,000.

The Tree Cutting/Clearing Item accounted for the majority of difference in key #23108 SIA - US-20, Island Park Tree Removal, District 6. The engineer's estimate was based on information from the Forest Service and a comparable tree cutting project completed in 2009. It did not account for higher pricing due to the construction and timber industries being so busy. This project addresses safety issues, and staff recommends awarding the contract. Low bidder: Eagle Rock Timber Inc. - \$1,878,080.

Information Items. Member DeLorenzo requested more information on transferring the management of the Transportation Alternatives Program (TAP) to LHTAC. Chief Engineer Blake Rindlisbacher said ITD and LHTAC have been jointly managing this program for a number of years. The vast majority of TAP projects are on the local system, which LHTAC manages. It appears to be more efficient to have LHTAC issue the call for projects and oversee the program. ITD will still be eligible to apply for TAP projects.

1) Contract Awards and Advertisements. Key #14059 – STC-6770, North Salem Road. Low bidder: Sunroc Corporation - \$2,165,674.

Key #22471 SIA – SH-77, Permanent Snow Fence – fixed price variable cost, District 4. Low bidder: All Rail Construction LLC – 2,701 feet.

Key #20490 – I-15, Exit 113 Roundabout, District 6. Low bidder: Knife River Corporation – Mountain West - \$6,312,911.

Key #20730 – US-20, FY22 District 6 Bridge Repair. Low bidder: Cannon Builders Inc. - \$1,381,230.

Key #20581 – US-20, Sheep Falls to Pinehaven Overlay, District 6. Low bidder: Western Construction Inc. - \$3,702,334.

Key #22427 SIA – I-15, FY22 District 6 Signal Upgrade. Low bidder: Mountain West Electric Inc. - \$313,859.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From June 1 through June 30, 43 new professional services agreements and work tasks were processed, totaling \$4,422,192. Nine supplemental agreements to existing professional services agreements were processed during this period in the amount of \$707,186.

3) Administrative Settlements in Right of Way Acquisitions. From January 1 through June 30, 2021, the Right of Way Section processed 102 parcels in the amount of \$11,155,371. Of those, 50 parcels had administrative settlements totaling \$2,448,582.

4) Transportation Alternatives Program (TAP) Management. LHTAC has been a valuable partner assisting staff with the management of TAP projects on the state and local system since 2017. LHTAC has requested full management of the Program. The Federal Highway Administration has no concerns with this, so staff is exploring the feasibility of transferring TAP management to LHTAC.

5) State FY21 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 6.7% as of May 31. Receipts from the Highway Distribution Account were \$18 million more than forecast; although the forecast was lowered due to COVID. State revenues to the State Aeronautics Fund were below projections by 5.7%, or

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\$141,800. Due to the passage of state legislation, a transfer of \$4 million was made in March; however, those funds are to be expended as grants to local airports. The Department's expenditures were within planned budgets. Personnel costs had savings of \$5.2 million or 4.3% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$24.9 million during the month.

The balance of the long-term investments was \$112 million at the end of May. These funds are obligated against construction projects and encumbrances. The cash balance was \$147.7 million. Expenditures in the Strategic Initiatives Program Fund through May were \$16.5 million. The account received \$245,000 in interest plus a transfer of \$72.8 million as part of the Governor's Building Idaho's Future initiative. Sales tax deposits into the Transportation Expansion and Congestion Mitigation Fund of \$18.9 million were ahead of the forecast by 29%. Expenditures in this fund were \$34.9 million year-to-date. The federal CARES Act provided \$27.3 million for public transportation. Expenditures totaled \$4.2 million year-to-date.

6) Annual Report of Activities to the Board of Examiners. ITD did not submit any requests to the full Board of Examiners for FY21.

7) Monthly Reporting of Federal Formula Program Funding through June. Idaho received obligation authority of \$359.9 million through September 30 via an Appropriations Act signed in December. This corresponds to \$363.4 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, \$71 million COVID Relief, and \$13.1 million of FY21 Highway Infrastructure General Funds. An extension to the federal Fixing America's Surface Transportation Act was signed in October 2020. Idaho received apportionments of \$396 million. Obligation authority is currently 91% of apportionments. Of the \$365.4 million allotted, \$104.7 million remains.

8) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section executed one professional service agreement in June for resiliency program support services.

9) FY21 Performance Report for the Division of Financial Management. Idaho Code requires all state agencies to submit an annual Performance Report by August 30. The report is to provide an agency overview, core functions, revenues and expenditures, cases managed and key services provided, and performance measures. Staff provided the draft report for review.

Monthly Report on Department Activities. Director Ness reiterated Training Specialist McGraw's message on the importance of driving engaged and not becoming complacent. He said that complacency is also a concern with employees working on or alongside highways. He said Chief Operations Officer Dan McElhinney is attending the Idaho Associated General Contractors' conference today. He and the executive team are in the process of meeting with every employee throughout the state. The sessions focus on the updated Strategic Plan, the results of the culture survey, and improving customer service and employees' experiences. He also commended staff for providing exemplary customer service to the traveling public and its efforts on the Transportation Expansion and Congestion Mitigation Program.

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Chief Deputy Stokes reported that the Governor issued a proclamation regarding wildfires. The Division of Motor Vehicles worked with the Federal Motor Carrier Safety Administration and Idaho State Police on easing trucking requirements to ensure delivery of fuel and to ensure other firefighting activities can proceed unimpeded. The federal Office of Management and Budget was considering increasing the requirement to designate metropolitan planning organizations from 50,000 population to 100,000 population. It has since decided to retain the existing requirement of 50,000.

Chairman Moad thanked Director Ness and CD Stokes for the reports.

Adopt-A-Highway (AAH) Recognition. District 5 AAH Coordinator Sharon Short recognized the Farm Bureau for participating in the AAH Program for 19 years. The group adopted a portion of I-15.

Aeronautics Revenues and Capital Facilities. As a follow-up to last month's discussion on the Division of Aeronautics' capital facility needs, Aeronautics Administrator (AA) Jeff Marker presented a prioritized list of projects at the 32 backcountry airfields. The 36 proposed projects total over \$2.4 million. Additionally, the Division's maintenance shop has reached the end of its lifespan and needs to be replaced, estimated at \$2 million. That facility, however, is being considered as part of a regional facilities plan.

The FY22 state appropriation totaling just over \$3 million includes \$173,300 for capital outlay. The FY23 appropriation request includes line items of \$50,000 and \$150,000 in on-going funds for capital facilities and operating expenses, respectively. The request also includes one-time funds of \$231,000 for capital equipment. AA Marker reported that there is approximately \$1.7 million available. That funding was initially proposed for airport grants; however, those funds were set aside to mitigate for reduced revenue due to the COVID pandemic last year. Additional federal and state funds were received for airports as a result of the pandemic, so the \$1.7 million may be re-directed to other activities.

In response to Member Hoff's question on runway pavement conditions, AA Marker replied that progress is being made on pavement condition. That metric is tracked. Chairman Moad asked about aviation and jet fuel taxes. AA Marker responded that he believes those fuel taxes increased in 2013 by about 6%. The Aeronautics Advisory Board has been discussing options to increase revenue.

Chairman Moad thanked AA Marker for the report.

Unmanned Aircraft Systems (UAS) Program Overview. Ben Elkins, UAS Coordinator (UASC), summarized the UAS program. The focus is currently on highways, including activities such as surveying, project monitoring, verifying quantities, and avalanche and slope monitoring, but the intent is to expand the program to other areas within the Department. His responsibilities include collaborating with other programs to obtain information and identify best practices, testing, implementing platforms, supporting users, and expanding the program. ITD obtained a grant to research issues related to UASs, such as airspace ownership and management, privacy

concerns, and safety. He added that a technical advisory committee provides oversight and guidance.

Member DeLorenzo asked if there are concerns related to funding sources for the program, as both the highways and aeronautics divisions have dedicated funding sources. She also questioned the feasibility of generating revenue with the UAS Program. AA Marker replied that funding is a concern and expenditures are being monitored. He also believes that there is potential to use the program to generate revenue, similar to the aircraft pool program.

Chairman Moad thanked UASC Elkins for the informative presentation.

Transportation Expansion and Congestion Mitigation (TECM) Funded Design Projects Exceeding \$1 Million. Transportation Program Manager (TPM) Amy Schroeder said the Request for Proposals to solicit interest from firms for various services for the previously-approved TECM-funded projects have been posted and several selections have already been made. In order to continue through the scope and cost negotiations and execute agreements in a timely manner, she requested authorization to exceed the \$1 million limit for these agreements, up to the amounts previously approved by the Board.

In response to numerous questions, TPM Schroeder provided additional information. The main reason for this request is to save time by executing agreements shortly after the negotiation process versus seeking Board approval after the negotiation is complete. She believes the estimated consultant costs are high, but if any potential agreements exceed the authorized amount, Board approval would be secured before finalizing the agreement. Additionally, some of the agreements are being done in phases, so staff will seek Board approval for consultant services on additional phases. Intermediate milestones could be built into the agreements, and she is receptive to providing regular reports on the status of these agreements.

Some members expressed concern with their responsibility to oversee the Department and the significant taxpayer funds entrusted to them. There was also a suggestion to review the thresholds and delegated authority in Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts.

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 approved the addition of the  
ITB21-48       following projects to the Idaho Transportation Investment Program (ITIP) in order  
to advance their development and readiness; and

WHEREAS, Board Policy 4001 requires Board approval to exceed \$1 million on professional services agreements; and

WHEREAS, the following projects are either actively soliciting proposals from interested firms/teams or the scope and costs are being negotiated; and

WHEREAS, it is advantageous to expedite the agreements to begin work as soon as possible.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves professional services agreements to be executed up to the stated amount for the particular phase listed; and

District	Location	Phase of Services	Amount (\$ million)
1	I-90, Washington State Line to Coeur d'Alene	Environmental Study & Preliminary Design	5
2	US-95, Spalding Bridge & US-12, Arrow Bridge	Environmental Study	3
3	SH-16, I-84 to US-20/26 & SH-44 IC Phase 3	Final Design	15*
3	US-20/26, Middleton Rd to Star Rd	Preliminary & Final Design	12
3	I-84, Karcher IC (exit 33)	Preliminary & Final Design	2
3	I-84, Centennial IC to Franklin IC (exit 27 -29)	Preliminary & Final Design	8
3	I-84, SH-44 IC to Centennial Way IC (exit 25 - 27)	Environmental Study	2
3	SH-55, Pear Lane to Indiana Ave.	Preliminary & Final Design	10
4	SH-75, Timmerman Jct to Timber Way	Environmental Re-evaluation	3
4	I-84, Burley & Heyburn Interchanges	Environmental Study thru Final Design	16
4	I-84, South Jerome IC to Twin Falls IC	Environmental Study thru Final Design	10
5	I-15, Pocatello to Idaho Falls	Environmental Study	5
6	US-20, Ashton to Targhee Pass	PEL & Environmental Study	5**

\* GARVEE-funded

\*\* ST-funded (non-TECM)

*BE IT FURTHER RESOLVED*, that staff is to provide periodic updates on the status of these agreements and the funds expended.

Chairman Moad thanked TPM Schroeder for the presentation.

Division of Motor Vehicles (DMV) Update. Alberto Gonzalez, DMV Administrator (DMVA), thanked the Board for its support of the modernization project, which has been completed. The system will continue to receive technology updates and additional capabilities. Some upcoming DMV activities include new equipment for county offices, increasing on-line transaction options, updating the automated driver's license testing software, and continued county outreach and support.

DMVA Gonzalez said the services continue to evolve and customers want more options. Staff is continuing to identify efficiencies and activities to improve customer service. The number of online transactions is expected to exceed one million this year. Opportunities for third parties to provide services are also being explored. He believes traditional services will continue to be a needed for some time, and a research project on service delivery is underway.

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In response to questions from Chairman Moad, DMVA Gonzalez said eliminating online transaction fees is being explored; however, he does not want to negatively impact the county offices that provide these DMV services. Staff is continuing discussions with the Department of Parks and Recreation on ITD overseeing some of its licensing and registration transactions.

Chairman Moad thanked DMVA Gonzalez for the informative update.

2021-22 Administrative Rulemaking. Ramón Hobdey-Sánchez, Governmental Affairs Program Manager (GAPM), requested revisions to several DMV fee rules to streamline and update the language. Changes are mainly non-substantive modifications and removing restrictions and redundancies with Idaho Code. No fees are being increased nor revised. No comments were received during the negotiated rulemaking process. He added that the negotiated rulemaking process for broadband rules is proceeding well, with significant participation. July 28 is the deadline to submit comments.

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

RES. NO. WHEREAS, the Idaho Transportation Department is working through the 2021-  
ITB21-49 22 Omnibus Fee Rulemaking Process; and

WHEREAS, the Department has the opportunity to continue streamlining and updating rule language in direct support of Governor Little's Red Tape Reduction Initiative; and

WHEREAS, these rules went through the negotiated rulemaking process and a public meeting was held on June 21, 2021; and

WHEREAS, no fees are being increased, changed or revised; and

WHEREAS, changes and modifications have been proposed to the following four chapters:

- 39.02.04: Rules Governing Manufacturer & New Vehicle Dealer Hearing Fees
- 39.02.05: Rules Governing Issuance of Certificate of Title
- 39.02.41: Rules Governing Special Provisions Applicable to Fees for Services
- 39.02.60: Rules Governing License Plate Provisions; and

WHEREAS, the effective date of these changes is *sine die* of the 2022 Idaho Legislative session.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board adopts these changes as presented to be included in the 2021-22 Omnibus Fee Rulemaking Process.

Chairman Moad thanked GAPM Hobdey-Sánchez for the presentation.

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Building Law Enforcement and Private Business Partnerships. Highway Safety Manager John Tomlinson emphasized the importance of partnerships to address highway safety. Bingham County Detective Chad Morgan commended ITD's law enforcement liaison program. He expressed appreciation for the support from the Office of Highway Safety (OHS).

In response to Chairman Moad's question on the effectiveness of the hands-free law, Detective Morgan concurred that it is difficult to get motorists to follow that law. He believes education and enforcement are critical.

Bannock County Deputy Jon Everson said he has a passion for child safety and was honored to become a child passenger occupant liaison, which is patterned after the law enforcement liaison program. His activities focus on child passenger safety education and soliciting child occupant technicians and instructors. He also praised the OHS for its support.

Tyson Daniels, owner of Grease Monkey, reported on the company's child passenger safety efforts. The goal is to have two certified child passenger technicians at each of its five locations in Pocatello and Idaho Falls to perform free car seat checks. The service is an opportunity to help these communities. Because of concerns with child passenger seats that don't meet standards, Grease Monkey conducted fundraisers to purchase car seats and booster seats to help those that can't afford to purchase the proper equipment.

The Board commended the various partners for their efforts to address highway safety.

District 5 Annual Report. District 5 Engineer (DE) Todd Hubbard reported on a number of the District's achievements, including 90% of FY22 projects were delivered on time, roads were kept clear of ice and snow 88% of the time, and 30 employees advanced in the Horizontal Career Path program. He also highlighted a number of employees and accomplishments, including the Safety Team of the Year, the Professional of the Year, and a project to eliminate the last major restriction for commercial motor vehicles. A section of SH-36 was upgraded from a blue route, which limited overall vehicle combination length to 95 feet and a 5.5-foot off-track, to a red route, allowing for a length of 115 feet and a 6.5-foot off-track.

The Board thanked DE Hubbard for the informative report and his leadership.

129,000 Pound Route Case 202102US93, District 6. Freight Program Manager (FPM) Scott Luekenga presented the Chief Engineer's evaluation for case #202102: US-93 – milepost 82.600 to 160.382 in District 6. The DMV reported that the highway is classified as a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the 17 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 conditions range from fair to good. There are no safety concerns. Two comments were received during the public comment period; however, both were neutral on the specific route designation. FPM Luekenga said staff recommends approving the application.

Member Horsch said the Subcommittee on 129,000 Pound Routes reviewed the request and supports proceeding with the designation of the requested route. Member Hoff concurred,

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and added that the applicant will reduce the number of trucks it currently operates, which should improve safety and decrease the impact to the pavement.

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

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho  
ITB21-50 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 6: US-93 – milepost 82.600 to 160.382; and

WHEREAS, the Chief Engineer and Department 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 15-day public comment period was held, including an opportunity for verbal testimony, with two (2) comments received, none in support, none adversarial, and two (2) neither for nor against the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Routes at its meeting on July 6, 2021 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 July 22, 2021.

*NOW THEREFORE BE IT RESOLVED*, that the Board accepts the Chief Engineer's analyses and recommendation on US-93 – milepost 82.600 to 160.382; 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 6; and

*BE IT FURTHER RESOLVED*, following the fourteen day public appeals period, this resolution is effective August 4, 2021.

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Chairman Moad thanked FPM Luekenga for the presentation.

Executive Session on Legal and Personnel Issues. Vice Chair Vassar made a motion to meet in executive session at 11:35 AM 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 DeLorenzo seconded the motion and it passed 6-0 by individual roll call vote.

The discussion 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 12:35 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 12:35 PM.

Signed

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BILL MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
August 18, 2021  
Coeur d'Alene, Idaho

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