

# REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 20, 2016

The Idaho Transportation Board convened at 8:30 AM on Wednesday, January 20, 2016 at the Idaho Transportation Department in Boise, Idaho. The following principals were present:

Jerry Whitehead, Chairman  
Jim Coleman, Vice Chairman – District 1  
Janice B. Vassar, Member – District 2  
Julie DeLorenzo, Member – District 3  
Jim Kempton, Member – District 4  
Dwight Horsch, Member – District 5  
Lee Gagner, Member – District 6  
Brian W. Ness, Director  
Larry Allen, Deputy Attorney General  
Sue S. Higgins, Executive Assistant and Secretary to the Board

Board Minutes. Vice Chairman Coleman made a motion to approve the minutes of the regular Board meeting held on December 17, 2015 as submitted. Member Horsch seconded the motion and it passed unopposed.

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

February 18, 2016 – Boise  
March 23-24, 2016 – Boise  
April 27-28, 2016 – District 2

Consent Items. Member DeLorenzo made a motion, seconded by Member Kempton, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB16-01 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 adjustments to COMPASS Programs in the FY15-19 Statewide Transportation Improvement Program; the removal of the SH-75, FY15 Six Americans with Disabilities Act Ramps, Blaine County project from the System Support Program; the addition of Schweitzer Cutoff Bridge to the FY19 Local Bridge Program; the addition of Nez Perce Tribe Discretionary Award to the FY16 Public Transit Program; contracts for rejection; the state institution road improvement project; and revisions to Board Policy 4070 All-Terrain Vehicles, Utility Type Vehicles, Specialty Off-Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways.

1) Adjust Community Planning Association of Southwest Idaho (COMPASS) Programs. COMPASS requests increasing the FY16 Capital Maintenance, Valley Regional Transit (VRT), Boise project, key #13511 from \$150,000 to \$720,000 to allow for purchase of replacement vehicles. The funds are available through releases in the Surface Transportation Program – Transportation Management Area Program. It requests combining the Dry Creek Trail Phase 1 and Phase 2 projects, keys #13916 and #13917, respectively, to allow delivery in one year rather than phased over two years. Key #13917 would be deleted and key #13916 would be increased to \$261,000. It requests removing Accessible Vehicles for Vehicle Sharing, VRT, key #18893, from the Program and to move the \$120,000 from this project to increase the Capital Lease or Purchase and Maintenance project, key #19122, to \$821,000. The proposal also includes a request to amend the Statewide Transportation Improvement Program (STIP) accordingly.

2) Remove SH-75, FY15 Six Americans with Disabilities Act (ADA) Ramps, Blaine County from the System Support

Program. Staff requests the removal of the SH-75, FY15 Six ADA Ramps project, key #13987, from the Program and to adjust the System Support Program to utilize the \$13,500 funds. The project sponsor requested the project be withdrawn due to unanticipated project costs.

3) Add Schweitzer Cutoff Bridge, Sandpoint to the Local Bridge Program. The original application through the Local Highway Technical Assistance Council (LHTAC) in 2002 included reconstruction of Schweitzer Cutoff Road and replacement of the bridge at Sand Creek. Due to funding constraints, only the roadwork was funded and the project reached the milestone of Plans, Specifications, and Estimates last year for \$1.5 million. Significant deterioration of the bridge has occurred over the last two years, with the bridge sufficiency rating dropping from 76 to 4. The project sponsors, the Cities of Sandpoint and Ponderay, and LHTAC request the bridge replacement be added to the FY19 Local Bridge Program for \$3.4 million, with \$368,000 in development in FY16 and right-of-way acquisition in FY18 for \$65,000, and to delay the \$4 million Cherry Lane Bridge project, key #9070, to FY20 of the Off-System Bridge Program. Due to the urgency of this situation, efforts will be made to advance the construction of the Schweitzer Cutoff Bridge.

4) Add Nez Perce Tribe Discretionary Award to FY16 Public Transit Program. The Nez Perce Tribe recently received a \$300,000 Federal Transit Administration Tribal Transit discretionary award to replace a transit vehicle and expand its bus fleet. Staff requests the addition of this project to the FY16 Public Transit Program and to amend the STIP accordingly.

5) Contract for Rejection. The low bid on key #14341 – Redevelopment Area Sidewalk Improvement, McCall, District 3, was more than ten percent over the engineer's estimate, requiring justification. The bid summary indicated that bid unit prices across the board were much higher than the Engineer's Estimate. The City of McCall believes this was due to Valley County not having a competitive bidding environment, material costs are significantly higher than other regions due to limited suppliers and a lack of ITD-approved sources, and mobilization and construction costs are higher due to the contractor and material suppliers not being principally located within Valley County. The City of McCall recommends rejecting the bids. It will evaluate funding options and reevaluate the project scope to identify opportunities to decrease the overall construction costs. Low bidder: Paul Construction, Inc. - \$384,521.

6) State Institution Road Improvement Project. In accordance with Idaho Code 40-310(14), Board Policy 4045 State Institution Road Improvement allocates \$30,000 for the construction, alteration, repair, or maintenance of roadways in, through, or around the grounds of state institutions. The Division of Public Works is requesting funds to build a parking lot at the Idaho Youth Challenge campus in Pierce. The project is estimated to cost \$32,012; however, the Idaho Military Division will provide funding above the \$30,000 ITD grant. Governor Otter has approved this recommendation.

7) Revisions to Board Policy 4070 All-Terrain Vehicles, Utility Type Vehicles, Specialty Off-Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways and the Corresponding Administrative Policy. During the 2015 legislative session, Idaho Code was revised to allow the above-mentioned vehicle types except snowmobiles to travel upon and cross portions of non-full access-controlled state highway facilities with a speed limit less than 45 miles per hour (MPH) lying within the boundaries of a municipality unless prohibited by municipal ordinance or resolution. This change necessitated revisions to Board Policy 4070 and Administrative Policy 5070 All-Terrain Vehicles, Utility Type Vehicles, Specialty Off-Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways.

Informational Items. 1) State FY16 Financial Statements. Through November, revenues to the State Highway Account from all sources were ahead of projections by 2.8%. Of that total, receipts from the Highway Distribution Account and Fuel/Registration were ahead of forecast by 4.5% or \$4.3 million. State revenues to the State Aeronautics Fund were ahead of projections by 17.4%. Expenditures were within planned budgets. Personnel costs have a savings of \$5 million or 10.7% due to vacancies and timing between a position becoming vacant and being filled. Expenditures in Contract Construction are below last year by 14%. This is being reviewed by management.

At the end of November, the balance of the long term investments was \$108.5 million. These funds are obligated against construction projects and encumbrances. Expenditures for GARVEE projects through November exceeded \$16.9

million and are progressing as planned. It is estimated that the final payments from bond proceeds will be expended by the end of January, which will complete an investment of just over \$857 million from bond proceeds.

2) Monthly Reporting of Federal Formula Program Funding through December. Obligation authority through December 4 is \$46.1 million. This corresponds to \$45.4 million with match after a reduction of prorated indirect costs. The Fixing America’s Surface Transportation Act, signed by the President on December 4, is retroactive to October 1. The Department is awaiting federal action before the funds become available. Idaho received a prorated 17.5% share of its annual federal formula apportionments or \$49.1 million with match. This includes \$36,435 of Redistribution of Certain Authorized Funds received in December. Obligation authority is 93.8% of apportionments. Of the \$45.4 million allotted, \$6.9 million in funding remains.

3) Non-Construction Professional Service Contracts Issued by Business and Support Management (BSM). The BSM Section did not process any professional service agreements during December.

4) Contract Awards. Key #14334 – SH-41, Seltice Way to Mullan Bike/Pedestrian Trail, Post Falls, District 1. Low bidder: WM Winkler Company - \$518,132.

Key #13475 – SH-55, Intersection Karcher Road and Indiana Avenue, Canyon County, District 3. Low bidder: Knife River Corporation – Northwest - \$1,940,000.

Key #13084 – I-84, FY16 District 4 Sign Upgrades. Low bidder: Pavement Markings Northwest, Inc. - \$72,354.

Key #8454 – U-20, Thornton Interchange, Madison County, District 6. Low bidder: Western Construction, Inc. - \$11,173,859.

No projects are currently being advertised.

5) Professional Services Agreements and Term Agreement Work Tasks Report. From December 1 through December 31, 25 new professional services agreements and work tasks were processed, totaling \$1,708,720. Four supplemental agreements to existing professional services agreements were processed during this period in the amount of \$429,400.

6) Speed Minute Entry Changes for December: SH-25. The following speed minute entries were processed during December in District 4:

<u>Route</u>	<u>Beginning Milepost</u>	<u>Ending Milepost</u>	<u>Reaffirmed Speed Limit</u>
SH-25	0.000	0.710	45
SH-25	0.710	1.320	35
SH-25	1.320	1.770	25
SH-25	1.770	2.540	35
SH-25	2.540	2.730	45
SH-25	2.730	21.931	55
SH-25	21.931	22.483	35
SH-25	22.483	22.718	45
SH-25	22.718	25.550	55
SH-25	25.550	25.740	45
SH-25	25.740	26.100	35
SH-25	26.100	26.352	25
SH-25	26.352	26.602	35
SH-25	26.602	30.564	55

The minute entries reaffirm the existing speed zones. In review of the speed zone log, the minute entries for this segment of SH-25 were not found. To restore the gap in the records, the District completed a traffic study and engineering investigation that concluded the existing speed limits were appropriate.

7) Speed Minute Entry Changes for December: SH-33. The following speed minute entry was processed during December in District 6:

<u>Route</u>	<u>Beginning Milepost</u>	<u>Ending Milepost</u>	<u>School Zone Speed Limit</u>
SH-33	132.695	132.887	25

A 25 mile per hour school zone speed limit is being implemented at the above location, with the normal speed limit remaining at 35 MPH.

8) Administrative and Legal Settlements of Right-of-Way Acquisitions. From July 1 through December 31, 2015, ITD purchased all or part of 27 parcels. During this time frame, there were nine administrative settlements at a total cost of \$41,647 and zero legal settlements.

9) Annual Report on Status of State-owned Dwellings. The report on the status of ITD-owned dwellings included the fair rental value, rental status, and monthly rental fee. The Department owns 3 stick-framed houses, 17 manufactured homes, 5 bunkhouses, and 2 apartments at Johnson Creek and Cavanaugh Bay Air Strips, plus 19 trailer pads, of which 12 have employee-owned manufactured housing on them. ITD also owns nine trailer pads and three houses at rest area locations around the state.

Director's Report. Director Ness presented the Governor's recommended FY17 budget of almost \$708 million to the Joint Finance and Appropriations Committee (JFAC) last week. JFAC approved two supplemental requests for spending authority related to the increased revenue last session. He said two major projects are under construction: replacing the US-20/26 Broadway Bridge in Boise and the US-20, Thornton interchange north of Idaho Falls. He also mentioned District 6's Storm-Ready designation from the National Weather Service and numerous commendations for staffs' assistance and excellent customer service.

Chief Operations Officer (COO) Jim Carpenter said work is continuing on 26 of the 27 projects advanced with the additional revenue ITD received last year. The last project should be out to bid soon. All of the 17 projects funded with the surplus eliminator funds should be advertised by the end of March. The Record of Decision for the US-95, Thorn Creek to Moscow project was sent back for a second review, but it is expected to be signed soon. As of now, staff is on schedule to meet or exceed the winter performance metric of roads clear of ice and snow 60% of the time. Staff did not meet the goal of 65% of the projects on the shelf ready to go by January 1; although COO Carpenter noted that 44 projects were advanced because of additional revenue received last year.

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

Legislative Update. Governmental Affairs Manager (GAM) Mollie McCarty said the Department will present its annual report to the Senate Transportation Committee and House Transportation and Defense Committee next week. Five of the Department's ten rules have been approved by the Senate Transportation Committee. The rules are scheduled to be reviewed by a subcommittee of the House Transportation and Defense Committee today. Some of the non-ITD legislative proposals being monitored relate to allowing 129,000 pound vehicles on the federal interstate system, dyed diesel fuel, the REAL ID Act, and driving privilege cards. She also mentioned that Member Vassar and Dan Scott have been re-appointed to the Board and Aeronautics Advisory Board, respectively. Neither confirmation hearing has been scheduled yet.

Chairman Whitehead thanked GAM McCarty for the report.

Policy Revisions. COO Carpenter proposed revisions to Board Policy 4031 Early Development Program and presented a new corresponding administrative policy. The main change to 4031 is the allowance of the Bridge Section to expend up to \$300,000 annually for development costs. This is in addition to the \$300,000 allotted to each District. This will result in more bridge projects being on the shelf, ready for construction when funding becomes available. Also, language related to the Early Development Program process was moved from the Board Policy to the Administrative Policy.

The Board recommended some clarifying language to both policies. It also expressed concerns that projects in the Early Development Program may be perceived as commitments and that extensive time and money may be spent on projects that never come to fruition. COO Carpenter believes there are sufficient checks to ensure projects are advancing in the development stage and that the policy and Capital Investment Program clearly depict these projects as unfunded for construction.

The consensus of the Board was to have staff revise the policies and resubmit them.

Local Rural Highway Investment Program (LRHIP) Annual Report. LHTAC Program Manager Laila Kral said the goal of the LRHIP is to provide funding to rural local highway jurisdictions for construction and planning efforts. It is a grant program with no federal-aid requirements. Funding in an amount not to exceed \$2.8 million annually is available to cities with less than 5,000 population, county road and bridge departments, and highway districts. The local highway jurisdiction must assess property tax or use substitute property tax as a funding mechanism for highways and bridges. There were 76 applications for funding in FY15, while only 36 projects were funded. Four types of projects are eligible for funding: construction, including federal-aid match; signs; transportation plans; and emergencies. Excluding emergency projects, \$2.3 million were awarded. She summarized several projects completed last year.

In response to Member Kempton's question, Ms. Kral replied that all jurisdictions are notified via a form letter if their project was not selected for funding. The local agencies are encouraged to contact her if they have questions or would like information on why the project was not selected. Also, depending on the reason the project was not selected, she may contact the local highway jurisdiction to provide additional information or to recommend steps that can be taken to improve the project's score.

Vice Chairman Coleman noted the two-year timeframe for soliciting projects and funding them. He asked if that process could be streamlined and reduced to 12 or 18 months. Ms. Kral responded that the Council needs sufficient time to review and score the projects and the local jurisdictions need time to get projects ready.

Chairman Whitehead thanked Program Manager Kral for the report.

5310 Rural Elderly and Disabled – Purchase of Service Agreement Extension. Public Transportation Manager Mark Bathrick requested extending Purchase of Service agreements for four sub-recipients from April 1, 2016 through September 30, 2016. Awards have already been approved by the Board for October 1, 2016 through September 30, 2018. This extension will be in line with action taken earlier to extend the 5311 rural operating grants to align the grant cycle into one cycle based on the federal fiscal year. The extensions include Disability Action Center - \$17,821; Treasure Valley Transit - \$37,109; Living Independent Network Coalition - \$44,923; and Valley Vista (Benewah Area Transit) - \$5,000.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting,  
ITB16-02 reviewing, and programming public transportation projects in the rural areas of Idaho; and

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

WHEREAS, the Public Transportation Office has transitioned to align with the federal fiscal year and ensure a balanced budget approach to grant management.

*NOW THEREFORE BE IT RESOLVED*, that the Board has determined to approve the extension of the 5310 Rural Purchase of Service grant agreements set to expire March 31, 2016 to September 30, 2016.

US-95 Sign Structure Impact. District 2 Engineer Dave Kuisti said an overhead sign structure on US-95 was struck by a dump truck last month. Because the sign bridge was compromised and unsafe to remain in place, it was removed immediately. Repairing the sign bridge is uneconomical. He requested \$150,000 in FY16 Board Unallocated Funds to

replace the sign bridge. The Board Unallocated Fund will be reimbursed when monies are received from the truck's insurance company.

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

RES. NO. WHEREAS, the Lewiston Hill sign structure #3, located at US-95 milepost  
ITB16-03 311.697 was struck by an over-height truck traveling southbound; and

WHEREAS, the nature of the truck impact affected the stability and capacity of the sign bridge to function properly, such that the structure was determined to be unsafe and was removed; and

WHEREAS, it is proposed that the sign bridge of the Lewiston Hill Sign #3, located at US-95 milepost 311.697 southbound be replaced.

*NOW THEREFORE BE IT RESOLVED*, that the replacement of the sign bridge of the Lewiston Hill Sign #3 is funded with \$150,000 from the FY16 Board Unallocated Fund. Said fund will be reimbursed when monies are received from the truck's insurance company.

Executive Session on Personnel and Legal Issues. Vice Chairman Coleman made a motion to meet in executive session at 10:30 AM to discuss personnel and legal issues as authorized in Idaho Code Section 74-206 (b) and (f). Member Vassar seconded the motion and it passed 6-0 by individual roll call vote.

Discussions were held on personnel and legal matters.

The Board came out of executive session at 12:10 PM.

Informal Luncheon with the Aeronautics Advisory Board (AAB). The Board visited informally with the AAB members during lunch.

Annual Report on Aeronautics Activities. AAB Chairman Rodger Sorensen reported on the use of unmanned aircraft systems, also known as drones. According to the Federal Aviation Administration, drones are considered aircraft, subject to aviation laws and guidelines. Drones weighing between .55 and 55 pounds are to be registered. The proliferation of drones is causing safety, security, and enforcement concerns. AAB Member Chip Kemper said the aviation industry in eastern Idaho appears fairly level with corporate aviation seeing more activity. The fire activity was down in the southern part of the state this past year, but above average in central and northern Idaho. AAB Member Mark Sweeney said corporate flying and charters were fairly good in 2015 with a slightly more optimistic forecast for 2016. Operating costs have decreased, mainly due to lower fuel costs.

Aeronautics Administrator (AA) Mike Pape said overall, the aviation industry is healthy, including commercial traffic. Site studies are underway for Rexburg's and Burley's airports. The Idaho Airport Aid Program's budget for FY16 is \$623,715. Staff is helping implement the airport land use and zoning legislation and has been providing education on that law. It also completed 39 inspections and 12 obstruction evaluations. The popularity of Idaho's backcountry airstrips continues to increase. This year improvement projects are planned at Big Creek, Stanley, New Meadows, and Magee airports. The King Air flew 210 hours in FY15, which was an increase from 174 hours in FY14. The Cessna 206 flew 94 hours in FY15, which was an increase from 80 hours the prior year. The Cessna 182, however, saw its flight time decrease from 65 hours in FY14 to 45 hours FY15.

AA Pape said Search and Rescue conducted four searches in 2015. There were 30 aviation accidents with 11 fatalities in Idaho compared to 30 accidents with 6 fatalities in 2014. Some of the safety, education and outreach efforts this past year included the development of standard operating procedures for the five largest recreational airstrips, hosting the annual Aviation Career Academy, and publication of the Rudder Flutter newsletter. The Division also hosted the National Association of State Aviation Officials' annual conference. Some of the projects planned this year include completing the Scorecard Performance Indicators and conducting airport basic training classes. Some of the Divisions' challenges include funding the Idaho Airport Aid Program and technology updates.

Vice Chairman Coleman recommended establishing a task force to study the feasibility of establishing more intrastate commercial air service. AA Pape said he will start that process.

In response to Member Vassar's question on the cause of aviation accidents, AA Pape replied that 80% of accidents are due to pilot error, with the loss of control being the biggest factor. AAB Member Kemper added that there were three fatal accidents in both 2014 and 2015. The aircraft involved in the 2015 accidents were carrying more passengers.

Chairman Whitehead thanked the group for the informative presentation and the AAB members for their valuable service.

Lease of ITD Real Property for Oil and Natural Gas Exploration. COO Carpenter said Idaho Code authorizes the Idaho Department of Lands (IDL) to lease lands owned by the State for oil and natural gas exploration. Two years ago, an exploration company identified tracts of land owned by ITD that it was interested in. State highways run through those properties. ITD and IDL are working on a Memorandum of Understanding to allow IDL to lease 225 tracts. The provisions will ensure the safety of the highway infrastructure by prohibiting drilling within highway clear zones or with potential horizontal offsets. Additionally, a precondition geological survey may be required to identify probability and mitigation strategies associated with potential subsidence.

Idaho Code sets the lease rates for gas and oil exploration on state lands at \$1.00 per acre for rent and a 12.5% royalty on all producing wells. COO Carpenter said IDL has requested that the proceeds be split 50/50. ITD countered with an 80/20 split.

SH-55, Smiths Ferry to Round Valley. District 3 Engineering Manager (EM) Amy Schroeder said Forsgren Associates was selected to design the SH-55, Smiths Ferry to Round Valley project, key #1004, through a phased agreement. The first phase was to complete alternatives analysis and a Concept Report. The District has selected ten safety improvement alternatives from the Concept Report to move forward into final design and Plans, Specifications, and Estimates, with an estimated design cost of \$620,220. The District prefers using Forsgren Associates for the additional work. Because the original and three supplemental agreements total \$796,300, EM Schroeder requested approval to exceed the \$1,000,000 consultant agreement amount identified in policy.

In response to Member Gagner's question on whether staff, including other Districts, could do some of the work, EM Schroeder replied that the District explored that option. Some work, like public involvement, is being done in-house.

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

RES. NO. WHEREAS, Idaho Transportation Board Policy 4001 Authority to Sign  
ITB16-04 Contracts, Agreements, and Grants and Requirement to Report Certain Contracts  
requires Board approval to exceed the consultant agreement amount of \$1,000,000; and

WHEREAS, District 3 selected Forsgren Associates to complete the concept report for the FY16 SH-55, Smiths Ferry to Round Valley project, key #1004; and

WHEREAS, the original agreement and supplemental agreements to date total \$796,300; and

WHEREAS, District 3 desires to utilize Forsgren Associates for Final Design; Plans, Specifications and Estimate submittal; and design support during construction, which would result in the total agreement costs exceeding \$1,000,000.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves exceeding the consultant agreement amount of \$1,000,000 by \$566,520 for the SH-55, Smiths Ferry to Round Valley project.

New Business. Member Gagner reported on the recent Subcommittee on State Highway System Adjustments' meeting. District 1 is in the process of relinquishing mileage, including new frontage roads and a portion of former US-95, to the

local highway jurisdiction as a result of the GARVEE-funded improvements north of Coeur d'Alene. The agreement requires the Department to seal coat the recently-constructed frontage roads.

Vice Chairman Coleman noted that the relinquishment of US-95 includes a significant amount of right-of-way. The highway district could presumably sell that surplus property, although it probably would not result in a significant amount of money. Member Gagner said the Subcommittee members were told that the highway district is considering offering some of that property to the adjacent property owners.

Member Kempton summarized yesterday's Subcommittee on 129,000 Pound Truck Routes meeting. Three route requests in District 2 were on the agenda, with the majority of discussion focusing on safety on the SH-13 route. Based on the analyses, Acting Chief Engineer Jim Carpenter recommended approving all three routes. A motion to deny the SH-13 request died due to the lack of a second. The motion to send the SH-13 route to the full Board with a recommendation to approve the request failed on a 2-2 tie. The other two routes, US-12 and SH-162, were sent back to the requester because the applications were incomplete. They did not include the local road information.

Member Kempton said that Idaho State Police (ISP) Major Bill Reese was also on the Subcommittee's agenda to talk about large trucks and safety at the national level and was asked to expand on truck safety issues in Idaho. The Subcommittee had extensive discussions on safety and the permitting process. Subcommittee members addressed the need to revisit administrative rules to strengthen safety requirements and the permitting process. If SH-13 is considered unsafe for 129,000 pound trucks, the Subcommittee questioned its safety for 105,500 pound vehicles and other trucks. Enforcement was also a concern.

Member DeLorenzo said she was at the Subcommittee meeting as an observer. There were compelling discussions to both approve and deny the SH-13 request.

Member DeLorenzo made a motion requesting information on safety and the permitting process associated with requests for 129,000 pound truck routes generally. Member Vassar seconded the motion.

Vice Chairman Coleman suggested that maybe some routes should be improved to better accommodate heavier, permitted trucks. He also suggested reviewing the rules and working closer with ISP on inspections.

The motion passed unopposed.

Member Horsch emphasized that truck drivers have a lot of responsibility, too, when it comes to safety. He suggested that infrastructure improvements may also be needed. Safety involves the driver, the equipment, and the infrastructure.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 2:35 PM.

signed

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JERRY WHITEHEAD, Chairman  
Idaho Transportation Board

Read and Approved  
February 18, 2016  
Boise, Idaho