

## REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 19, 2020

The Idaho Transportation Board convened at 8:00 AM on Wednesday, February 19, 2020 at the Idaho Transportation Department in Boise, 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

Dwight Horsch, Member – District 5

Bob Hoff, Member – District 6

Brian W. Ness, Director

Larry Allen, Lead Deputy Attorney General

Sue S. Higgins, Executive Assistant and Secretary to the Board

Safety/Security Share. Controller Dave Tolman mentioned a phishing exercise underway at the Department to help raise awareness about e-mail scams. If employees fail the test, they will be required to take additional training. This is an ongoing effort to eliminate risks. He also stressed the importance of safe winter driving and sharing the road with snowplows.

Chairman Moad thanked Controller Tolman for the messages.

Election of Vice Chairman. Member Vassar made a motion to re-elect Jim Kempton as vice chairman. Member Horsch seconded the motion and it passed unanimously.

Board Minutes. Member Thompson made a motion to approve the minutes of the regular Board meeting held on January 22, 2020 as submitted. Member Vassar seconded the motion and it passed unopposed.

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

March 18, 2020 – Boise

April 15-16, 2020 – District 2

May 20-21, 2020 – District 5

Consent Items. Chairman Moad noted the bid on a local project that exceeded the engineer's estimate. Because bid estimates are prepared in advance, he asked if there is an estimate on how many more projects may exceed the engineer's estimate because the engineer's estimate was not updated. Local Highway Technical Assistance Council (LHTAC) Administrator Jeff Miles believes there may be a couple of bids next month that exceed the engineer's estimate because it takes about 60-90 days to advertise projects. The agency is making a concerted effort to track current costs and improve bid estimates.

February 19, 2020

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

RES. NO. ITB20-03 WHEREAS, consent calendar items are to be routine, non-controversial, self-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 delay of the OffSystem, Ruby Creek Bridge project from the Idaho Transportation Investment Program; Anderson Environmental Consulting LLC individual task agreement extension; TO Engineers individual task agreement extension; a consultant agreement; and contracts for award.

1) Delay OffSystem, Ruby Creek #2 Bridge, Boundary County. LHTAC has been receiving bids well over the engineer's estimate on projects. Because the agency anticipates this trend continuing, it is asking sponsors to delay projects so funds can be used to cover the higher than anticipated bids. Boundary County concurred to delay its \$944,000 project, Ruby Creek #2 Bridge, key #19046, from FY20 to FY21. In addition to the delay, staff requests authorization to adjust the Idaho Transportation Investment Program (ITIP) accordingly.

2) Anderson Environmental Consulting LLC Individual Task Agreement Extension. The US-95, Thorncreek to Moscow project, key #9294 is receiving intense environmental scrutiny by the public and regulatory agencies. This has impacted the environmental delivery schedule and lead to additional services and review periods, adding costs to Anderson Environmental's services. The consulting firm was hired in 2012 to write the Environmental Impact Statement and 404 Permit application. Its services have also been used to navigate the environmental process. The US Army Corps of Engineers has requested extensive changes to the project's 404 Permitting application that will require more services. Because Anderson Environmental has extensive institutional knowledge of the project, staff requests exceeding the consultant individual task agreement limit of \$500,000 by an additional \$200,000.

3) TO Engineers Individual Task Agreement Extension. TO Engineers was selected to design the SH-55, Bike/Pedestrian Bridge over the Boise River, Eagle project, key #20841 through Plans, Specifications, and Estimates. The initial costs were estimated at less than \$500,000. Shortly after TO Engineers was selected, it was determined that the original concept and preferred alternative were not feasible. Final negotiations resulted in a phased agreement because the original scope of the project had changed. TO Engineers was contracted to do the preliminary design for \$252,000. It would be more efficient and cost-effective for the consultant to continue the work on this project. The additional design work and the engineer of record tasks are expected to cost \$500,000. Staff requests approval to exceed the consultant individual task agreement limit of \$500,000 for TO Engineers for a total amount up to \$750,000.

4) Request to Approve Consultant Agreement. In accordance with Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts, staff requests approval to exceed the \$1 million agreement limit for key #20513 –

Clearwater River Memorial Bridge for completion of design services and engineer of record services in the estimated amount of \$3,000,000.

5) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification and Board approval. The major differences between the engineer's estimate and low bid on key #12019 – Orofino Creek Road Bridge were in the Removal of Bridge, Concrete Class 40-A Schedule No. 1, Concrete Parapet, Provide and Drive Steel H Pile, and Mobilization items. LHTAC believes the detailed Corps of Engineers permitting conditions increased the price for the Removal of Bridge item, and concrete and steel prices continue to escalate. This was the second time the project was advertised. LHTAC and Clearwater County believe the bids are reasonable and do not expect any savings if the bids are rejected and the project is advertised a third time, so recommend awarding the project. Low bidder: LaRiviere Inc. - \$1,528,034.

The Mobilization, Special Bridge Deck Drain Repair – Arch Spans, Partial Removal of Bridge, and several Special Bridge Deck items accounted for most of the difference between the engineer's estimate and low bid on key #21873 – SH-31, FY20 District 6 High Priority Bridge Repair. The Special Bridge items are fairly unique and do not have a recent well-established bid history. The economy is doing well and construction is prevalent across the state, presumably making the specialty equipment rentals difficult to obtain and schedule. The remoteness of the project probably contributed to the higher bids, too. Staff does not believe rejecting the bids and re-advertising the project would result in significant savings, so recommends awarding the contract. Low bidder: Conway Construction Company Inc. – \$2,139,686.

Information Items. 1) Contract Awards and Advertisements. Key #20163 – SH-8, Bovill to Ruby Creek Bridge, District 2. Low bidder: Knife River Corporation – Mountain West - \$1,528,212.

Key #20073 – SH-52, Downtown Emmett Reconstruction, District 3. Low bidder: Sunroc Corporation - \$1,254,119.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From January 1 through January 31, 18 new professional services agreements and work tasks were processed, totaling \$2,747,204. Two supplemental agreements to existing professional services agreements were processed during this period in the amount of \$129,651.

3) Monthly Reporting of Federal Formula Program Funding through January. Idaho received obligation authority through September 30 via an appropriations act signed on December 20, 2019. Obligation authority is \$286.6 million, which corresponds to \$286.3 million with match after a reduction for prorated indirect costs. This includes \$936,200 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area. Idaho received apportionments via notices through December 20, 2019 of \$316.3 million, with the carryover of \$936,200 of Highway Infrastructure General Funds. Obligation authority is currently 90.6% of apportionments. Of the \$286.3 million allotted, \$195.4 million remains.

Board Subcommittee Report. The Subcommittee on 129,000 Pound Truck Routes met yesterday, according to Member Horsch. It considered applications to designate portions of SH-75 and US-93 in District 6 as 129,000 pound truck routes. The Subcommittee supported the requests and plans to present them to the Board for consideration next month. Member Horsch noted that the Subcommittee deliberated on the extensive opposition to the route requests; however, it believed the engineer's analyses justified approving the routes for vehicles up to 129,000 pounds.

Member Horsch also provided an update on the other applications that have been submitted. A public hearing was held on the I-84 Business route in Caldwell earlier this month. Two public hearings are scheduled in District 4 next month for applications on SH-79, two segments of SH-46, and a portion of US-93. Staff plans to present those route applications to the Subcommittee in the near future.

Chairman Moad thanked Member Horsch for the report.

Director's Monthly Report on Activities. Director Ness expressed sympathy to the family of Mark Reinke and his co-workers. The District 6 employee was killed in the line of duty last week. Although the Department continuously emphasizes safety, there are incidents that the Department and employees cannot prevent.

Director Ness mentioned several legislative presentations, including the FY21 budget proposal. Maintenance crews have been responding to a number of weather-related incidents, such as road closures due to excessive snow, rockslides, and trees falling on highways. He commended the crews for their exemplary service. ITD was featured on the local Viewpoint program on February 16, focusing on growth, the state's aging infrastructure, and efficiencies. He also mentioned the promotion of District 3 Engineering Manager Caleb Lakey to fill the District 3 Engineer position vacated by Amy Revis upon her recent retirement, and Business and Support Management Manager Michelle Doan's acceptance of an American Association of State Highway and Transportation Officials' fellowship. She is the first non-engineer to be awarded a fellowship and will spend a year in Washington, DC to work on policy, funding, and legislation.

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

Chairman Moad thanked Director Ness for the report and congratulated staff on its accomplishments.

Legislative Report. Governmental Affairs Manager (GAM) Mollie McCarty said the Joint Finance and Appropriations Committee intends to set ITD's budget on February 28. The rules have been presented to the germane committees and overall, the legislative proposals have been progressing well. Some of the legislative proposals staff is monitoring relate to distracted driving, transportation funding, specialty license plates, and drones. She also mentioned two Senate Concurrent Resolutions. One is to form a committee to study intercity commercial air service and the other recognizes ITD's innovations and efforts to save money.

Chairman Moad thanked GAM McCarty for the update and for her work.

Local Rural Highway Investment Program (LRHIP) Annual Report. LHTAC Deputy Administrator Laila Kral said the LRHIP provides funding to rural local highway jurisdictions. Per Board policy, Surface Transportation Program – Rural funds may be exchanged for State Highway Funds in an amount not to exceed \$2.8 million annually. Cities with less than 5,000 population, 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. Extensive outreach is conducted on the availability of these funds. She noted the Board concurred to increase the exchange rate from .61 to .80; however, the policy needs to be revised and approved before the change is implemented in FY21.

Deputy Administrator Kral said 16 of the 39 construction applications were funded for \$1.59 million; 4 of the 6 federal-aid match requests were funded for \$365,000; 10 of the 19 transportation plans were funded for \$410,000; and all 7 of the sign projects were funded for \$171,000 in FY19. Additionally, four emergency projects were funded for \$205,000. She highlighted some of the funded projects and emphasized the continued popularity of the Program.

Chairman Moad thanked Deputy Administrator Kral for the report.

Historical Highway Marker Program Update. Architectural Historian (AH) Matt Kriegl said the Historical Highway Marker Program was established by ITD and the Idaho Historical Society. The Program was revitalized in 1986 with the installation of over 100 new signs to mark Idaho's centennial celebration. The Program was again brought to the Department's attention in 2018 when a citizen, Mac Eld, documented the approximately 300 statewide signs and presented his findings to the Board, noting that many signs were damaged or in disrepair.

AH Kriegl said staff developed a plan to update the signs. It updated the schematics of the sign frame; reviewed the design, fabrication, and installation of the new signs; and developed icons for new categorical themes. It also created a centralized site for information on the signs, such as the location and condition of each sign.

Member DeLorenzo asked for a cost estimate to bring all signs up to an acceptable standard. AH Kriegl said he did not have an estimate. In response to Vice Chairman Kempton's questions, AH Kriegl replied that no partners provide funding for the sign program, and anybody can apply for a new sign and ITD and the Idaho Historical Society will consider the request.

Chairman Moad thanked AH Kriegl for the update on this important program.

Add I-84, Snake River Rest Area Repair to the ITIP. District 3 Engineer (DE) Caleb Lakey said the Snake River gateway visitor's center on I-84 by the Oregon border has been closed since September due to sewer conditions. The clay in the area is saturated and began sloughing towards the river.

Facilities Manager (FM) Tony Pirc said six options were initially considered, but staff narrowed the most feasible long-term options to two: connect to the City of Fruitland's sewer system or acquire land for a septic system or lagoon. Both options have future maintenance

costs, will require purchasing land, and involve in-ground infiltration systems. Future maintenance costs will be clearer in the coming weeks and will be a factor when deciding the construction option. He requested \$1,250,000 to pursue a construction project to remedy the auxiliary containment and treatment system. The funding would also be used to open the popular rest area on a temporary basis while the long-term solution is completed. The proposed funding sources are FY20 Board Unallocated Account or FY21 statewide balancing funds.

Member DeLorenzo asked when staff will sweep the unused Board Unallocated Funds. Chief Engineer Blake Rindlisbacher replied April 1.

Vice Chairman Kempton made a motion and seconded by Member Vassar to approve the following resolution:

RES. NO. ITB20-04 WHEREAS, it is in the public's interest for the Idaho Transportation Department to publish and accomplish a current, realistic, and fiscally constrained five year Idaho Transportation Investment Program (ITIP); and

WHEREAS, the Idaho Transportation Board is charged with considering the safety and convenience of the highway users; and

WHEREAS, it is in the intent of the Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, ITD staff has worked with the Land Group, Inc. to identify options for the Snake River Rest Area sewer repair; and

WHEREAS, ITD is prepared to incorporate this project into the approved ITIP.

*NOW THEREFORE BE IT RESOLVED*, that project I 84, Snake River Rest Area Repair be added to the ITIP at a cost of approximately \$1,250,000 using FY20 Board Unallocated Funds; and

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

Member Horsch noted the subdivision on the other side of I-84 and asked if the leakage by the river may be from that source. FM Pirc replied that there is a drain field for the subdivision, so he does not believe there is any leakage from the subdivision.

Member Vassar said the City of Lewiston is phasing out septic systems in subdivisions because of the potential for failure and/or capacity issues. She supports connecting to Fruitland's sewer system.

There was also some discussion on whether the rest area is in the right location, if there is potential to increase truck parking capacity, and if an Oasis facility had been considered. Staff replied that an Oasis partnership was considered; however, due to the urgency to re-open the

Snake River Rest Area, staff recommends proceeding with a long-term solution at this time. Consideration can be given to an Oasis rest area in the future.

Vice Chairman Kempton asked for clarification on the Board's action at this time: only to approve the funding, not to make a decision on which long-term option to pursue. DE Lakey replied in the affirmative and added that staff can continue refining the proposals and request approval to fund a specific option in the future.

The motion passed unanimously.

Chairman Moad thanked staff for the presentation.

Distribution of FY20 Further Consolidated Appropriations Act, Formula Bridge Replacement and Rehabilitation Program Funds. Joel Drake, Financial Officer – Financial Planning and Analysis (FO-FP&A), said a transportation appropriations act was signed by President Trump in December that contains supplemental funding for bridge replacement and rehabilitation. Nationally, \$1.15 billion was apportioned. Allocation of the funds among the states is based on each state's proportion of bridge deck in poor condition. States with less than 5% of bridge deck area classified as "poor condition" receive a minimum of \$6 million.

FO-FP&A Drake said initially he was expecting to receive \$6 million because 4.6% of Idaho's bridge decks are in poor condition; however, he was recently informed that the state was awarded \$8.45 million. He recommended splitting the funds evenly with local highway jurisdictions. As of December 2019, the state system reported 487,002 square feet of bridge area in poor condition and the local system had 438,008 square feet in poor condition.

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

RES. NO. WHEREAS, the FY20 Further Consolidated Appropriations Act apportioned  
ITB20-05 \$1.15 billion nationally to the Formula Bridge Replacement and Rehabilitation Program from federal general funds; and

WHEREAS, intent of this funding is to improve the condition of bridges on public highways; and

WHEREAS, Idaho's minimum apportionment of these funds during federal fiscal year 2020 is estimated to be \$6 million, or slightly greater than \$6 million; and

WHEREAS, these funds are eligible for construction of bridge replacements and bridge rehabilitation projects on the State Highway System as well as Local and Off-System (Local) bridges; and

WHEREAS, these funds are to be administered as if apportioned under Chapter 1, Title 23 and require non-federal matching funds; and

WHEREAS, these funds must be obligated prior to September 30, 2023; and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal funding; and

WHEREAS, staff has analyzed requirements of federal fiscal year 2020 Formula Bridge Replacement and Rehabilitation Program funding provided from federal general funds; and

WHEREAS, these funds fall outside operational limits of existing policies for the allocation of federal formula highway apportionments between the Idaho Transportation Department and local public agencies and staff has analyzed the relative proportions of Idaho bridge deck in poor condition on both the State Highway System and Local System and found those proportions to be nearly equal; and

WHEREAS, staff has proposed an equitable split of these bridge replacement and rehabilitation funds between the State Highway System and Local System.

*NOW THEREFORE BE IT RESOLVED*, that upon notification of Idaho's formal apportionment for federal fiscal year 2020 Formula Bridge Replacement and Rehabilitation Program funds, the funds are to be distributed and made available for obligation as follows:

Fifty percent (50.0%) to the Idaho Transportation Department for State Highway System bridges (\$4,225,250.60) and  
Fifty percent (50.0%) to the Local Highway Technical Assistance Council for Local Highway System bridges (\$4,225,250.60).

State FY20 Financial Statements through December. Controller Tolman said revenues to the State Highway Account from all state sources were ahead of projections by 3.8%. Receipts from the Highway Distribution Account were 2.5% or \$2.7 million more than forecast. State revenues to the State Aeronautics Fund were below projections by 4%, or \$71,000. This is primarily due to the timing of receipts for aircraft registrations, although he added that total receipts from aviation fuel taxes are also below the forecast. Expenditures were within planned budgets. Personnel costs had savings of \$6.7 million or 10% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$308.6 million exceeded any from the past three years.

The balance of the long-term investments was \$109.3 million and the cash balance was \$68.6 million at the end of December. Expenditures in the Strategic Initiatives Program Fund were \$17.9 million. No additional funds, other than interest earned on the cash balance, are coming into this fund due to the expiration of the law effective May 31, 2019 that required the transfer. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$9.1 million year-to-date. Expenditures in the GARVEE Capital Projects Fund through December were \$12.8 million.



Controller Tolman reported on two FY19 audit findings: an independent report from providers of information technology services was not provided, and the process to provide employee access to the accounting system needs to be improved. He added that GARVEE bonds were sold in May at an interest rate of 3.26% with \$141.5 million directed to projects and \$8.5 million to refinancing.

The Board commended Controller Tolman for the summary and for his oversight of the Department's finances.

2020 ITD Omnibus Rulemaking Notices. Ramon Hobdey-Sanchez, Governmental Affairs Program Manager (GAPM), said that due to the 2019 Idaho legislature not reauthorizing the Idaho Administrative Procedure Act, the Governor's actions prevented all administrative rules from expiring on June 30, 2019. As a result, the Department worked to protect the legal authority of the Idaho Administrative Procedure Act and made extensive rule revisions. Now, in an effort to be proactive and ensure that this work is protected from expiration, staff requests approval of the Notices for publication if the legislature again does not reauthorize the Idaho Administrative Procedure Act at the end of the 2020 legislative session. This action would ensure the 37 non-fee rules and 7 fee rules will continue to carry the full force and effect of the law. He also mentioned a legislative proposal to allow businesses and individuals to request a waiver to a rule.

In response to Vice Chairman Kempton's question, GAPM Hobdey-Sanchez confirmed that staff worked with the Division of Financial Management on this item and resolution.

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

RES. NO.        WHEREAS, the Idaho Transportation Department has 37 non-fee rules and 7  
ITB20-06        fee rules; and

WHEREAS, the Department's 44 temporary and proposed rules are currently pending, awaiting approval by the 2<sup>nd</sup> Regular Session of the 65<sup>th</sup> 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 to 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 2020 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.

Office of Communication Annual Report. The Office of Communication reported on its 2019 activities. Technology is an important tool, particularly the website where activity can be tracked. Technology is also used for safety efforts and training. Some of the statewide campaigns focused on safety, construction zones, the move over law, winter driving, and the Star card. District staff members engaged with communities, provided assistance with educational outreach, and assisted with public hearings and meetings. Staff also summarized the weekly employee newsletter, which highlights employees, activities, and efficiencies.

The Board thanked staff for the report and for its valuable service.

Division of Motor Vehicles (DMV) Update. Motor Vehicle Administrator (MVA) Alberto Gonzalez summarized the DMV modernization efforts to date, noting the successes to update the systems and move off of the mainframe. In coordination with ITD's partners, the deployment of the vehicle phase is being delayed from April 15 to June 15. This will allow additional time for testing to improve the processes and identify and fix problems.

MVA Gonzalez also reported on the 2019 legislation that requires all motorists to provide proof of insurance effective January 1, 2020. Staff initially estimated there were 200,000 uninsured vehicles. It conducted extensive outreach and education, resulting in the correction of over 10,000 vehicle identification numbers and more than 25 insurance companies adding their data to the system. Now, he believes there are about 100,000 uninsured vehicles. He expressed appreciation to staff for the exemplary efforts on this new program.

Chairman Moad thanked MVA Gonzalez for the update.

SH-16, I-84 to SH-44 Corridor Design Refinements. Transportation Program Manager (TPM) Amy Schroeder said the Department has been working on extending SH-16 from SH-44

to I-84 in District 3 for many years. The first phase, connecting SH-44 to US-20/26 to the south, was completed in 2014. In 2018 \$90.34 million was directed to right-of-way preservation on the SH-16 corridor, even though no construction funds for the remaining phases had been identified.

TPM Schroeder presented two options for the corridor. The first option is to continue acquiring right-of-way. She estimates an additional \$15-35 million will be needed. The other option is to reallocate the right-of-way funding to complete the design and construction of a segment of the corridor. This area of the Treasure Valley is growing rapidly and an early construction package would provide minor interim benefits to regional mobility. If the latter option is chosen, a decision will then need to be made on whether construction continues from the north end, from US-20/26, or if construction should commence on the south end, I-84. Cost estimates for construction, including right-of-way acquisition and design services, are \$89 million for the north segment and \$124 million for the south end.

If the funds are re-allocated to construct another segment, Member Horsch asked if the right-of-way for the future interchanges would be acquired at this time and if the infrastructure is present for the signalized intersections. TPM Schroeder replied that the construction option includes purchasing the right-of-way. She added that the Department already has the right-of-way for interchanges at SH-44 and US-20/26. Regarding traffic signals, she said most of the infrastructure is in place on the local system, but would be needed on the ramps.

Member DeLorenzo expressed concern with the commercial development occurring on the south end of the corridor. Right-of-way costs are escalating, although she noted that construction costs are also increasing. Another concern with pursuing construction is the impact to the local system because both options would result in the state highway terminating on a local road. She supports continuing right-of-way acquisition.

Vice Chairman Kempton concurred with Member DeLorenzo. He added his concern with insufficient funds to address safety and capacity issues. He asked if there are opportunities to partner with the private sector. TPM Schroeder responded that traffic impact studies determine developers' contributions; however, she noted that the development is not occurring on the state highway system at this time, and assessing impact fees through a local public agency is difficult.

In response to Member Hoff's question, TPM Schroeder responded that the majority of the corridor is considered in a rural area, although it is in either the City of Meridian's or the City of Nampa's impact area. To date, the Department has had success working with the appropriate land-use agencies on right-of-way preservation.

Members Vassar and Horsch expressed support to continue purchasing the right-of-way.

Chairman Moad noted the consensus to continue the right-of-way acquisition. He thanked TPM Schroeder for the presentation.

Executive Session on Personnel and Legal Issues. Member Vassar made a motion to meet in executive session at 12:10 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). Vice Chairman Kempton seconded the motion and it passed 6-0 by individual roll call vote.

The discussions on legal matters related to operations. The discussions on personnel matters related to the performance of employees and discipline of employees.

The Board came out of executive session at 1:15 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 1:15 PM.

signed

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BILL MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
March 18, 2020  
Boise, Idaho

February 19, 2020