

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

April 16, 2020

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

Idaho Transportation Board Chairman Bill Moad called the meeting to order at 8:30 AM on Thursday, April 16, 2020. The following principals participated:

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

Safety/Security Share. Executive Assistant Higgins stressed the importance of easing into outdoor activities like yardwork or exercise slowly and to do stretching exercises prior to the activity to alleviate sore muscles if you aren't used to those activities.

Chairman Moad thanked Executive Assistant Higgins for the message.

Board Minutes. Member Vassar made a motion to approve the minutes of the regular Board meeting held on March 18, 2020 as submitted. Vice Chairman Kempton seconded the motion and it passed 6-0 on a roll call vote.

Board Meeting Dates. Chairman Moad said the plans for next month will be confirmed later, but tentatively, the following meeting dates and locations are scheduled:

May 20-21, 2020 – District 5
June 16-17, 2020 – District 3
July 15-16, 2020 – District 6

Consent Items. Member Horsch expressed some concern with the number of professional agreements requiring Board approval because they exceed the limit set in policy. He wondered if that limit is too low. Contracting Services Engineer Monica Crider provided justification for the request to exceed the limit for the Beech/Chestnut Street Reconstruction project.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB20-11 explanatory items that can be approved in one motion; and

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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 addition of two Kootenai Metropolitan Planning Organization transit projects; the delay of STC-2822, West Glendale Road and Canal Bridge, Blaine County from FY20 to FY21; increasing a professional services agreement amount to over \$500,000; consultant agreements; and a contract for award.

1) Addition of Two Kootenai Metropolitan Planning Organization (KMPO) Transit Projects. On behalf of KMPO and Kootenai County, staff requests the addition of the \$850,000 Coeur d'Alene UZA Riverstone Transit Center, Phase 2 and the \$191,000 Coeur d'Alene UZA Paratransit Services projects to FY20 of the Idaho Transportation Investment Program. The projects are funded by the Federal Transit Administration.

2) Delay of STC-2822, West Glendale Road and Canal Bridge, Blaine County. On behalf of the Local Highway Technical Assistance Council (LHTAC) and Blaine County, staff requests the delay of STC-2822, West Glendale Road and Canal Bridge, key #13998 from FY20 to FY21. The \$2,210,000 made available in the FY20 Local Rural Program by this delay can be used to help cover the current year funding shortfall due to high bids.

3) Increase a Professional Services Agreement Amount to Over \$500,000. T-O Engineers has been providing engineering services for the Beech/Chestnut Street reconstruction project, key #18770. During the preliminary design, a re-design of the road to increase the turning radiuses at the intersections to accommodate farm equipment and large grain trucks was identified. The consultant will also be needed for a post award consulting agreement for Engineer of Record tasks. LHTAC is requesting approval to exceed the consultant individual task agreement limit of \$500,000 for T-O Engineers up to \$600,000.

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 #12310 – Ramsey Road, Wyoming to Lancaster Road for completion of design services and engineer of record services for a total estimated amount of \$1,601,000; key #20575 – SH-53, Hauser Lake Road to North Bruss Road for completion of design services for a total estimated amount of \$1,500,000; and key #1004 – SH-55, Smiths Ferry to Round Valley, Valley County for construction engineering and inspection services for a total estimated amount of \$1,600,000.

5) Contract for Award. The low bid on key #20098 – SH-41, East Prairie Avenue to Boekel Road, District 1 was more than ten percent over the engineer's estimate, requiring justification and Board approval. The Excavation, Special Fiber Optic Conduit, and Mobilization items accounted for the majority of difference between the engineer's estimate and low bid. If the District would have considered that the project is a three-year project and has certain right-of-way contract restrictions, it would have adjusted the mobilization item and increased the excavation and conduit costs to reflect work area restrictions. The project addresses a significant deficiency in the roadway. The District does not believe re-advertising the project would result in

lower bids, it has the additional funds required to award the project, and recommends awarding the contract. Low bidder: Scarsella Bros. Inc. - \$31,563,456.

Information Items. 1) Contract Awards and Advertisements. Key #22513 – SH-77, Cassia County Seal Coats, District 4. Low bidder: Kloefer Inc. - \$884,460.

Key #20035 – US-95/SH-41, FY21 District 1 Seal Coats. Low bidder: Poe Asphalt Paving Inc. - \$1,528,684.

Keys #20559 and #20596 – I-84, Jerome Interchange to Twin Falls Interchange Westbound, District 4. Low bidder: Western Construction Inc. - \$15,130,000.

Key #19867 – FY20 North Bannock County Pavement Preservation, District 5. Low bidder: VSS International Inc. - \$5,955,120.

Key #20038 – Ramsey Road; Chilco to Scarcello, Lakes Highway District. Low bidder LaRiviere Inc. - \$5,760,522.

Key #20051 – US-30, Caribou County Line to Georgetown Summit, District 5. Low bidder: H-K Contractors Inc. - \$5,395,568.

Key #20590 – US-26, Puzzle to Milepost 283, District 5. Low bidder: Knife River Corporation – Mountain West - \$7,190,385.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From February 27 through March 25, 34 new professional services agreements and work tasks were processed, totaling \$6,045,596. Four supplemental agreements to existing professional services agreements were processed during this period in the amount of \$246,594.

3) FY20 General Funds Apportionment for Local Bridge Replacement and Rehabilitation. In February 2020, the Board approved splitting the FY20 Further Consolidated Appropriation Act, Formula Bridge Replacement and Rehabilitation Program Funds evenly between ITD and the local public agencies. LHTAC directed its \$4,225,251 plus match to key #12019, Orofino Creek Road Bridge, Clearwater County - \$547,000; key #13135, Beaver Creek Bridge, Clark County - \$1,298,612; key #14060, Great Western Canal Bridge, Bonneville County - \$1,346,000; key #19030, Packsaddle Road Teton River Bridge, Teton County - \$783,980; key #20207, Rapid Lightning Creek Bridge #5, Bonner County - \$130,359; and key #20230, Eastside Drive Bridge, Valley County - \$454,000.

4) State FY20 Financial Statements through February. Revenues to the State Highway Account from all state sources were ahead of projections by 1%. Receipts from the Highway Distribution Account were 3.4% or \$5.1 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 6.7%, or \$156,000. This is primarily due to the receipts for aircraft registrations; however total receipts from aviation fuel taxes are slightly

below the forecast. The dramatic changes in travel due to COVID-19 will impact ITD's revenue. Expenditures were within planned budgets. Personnel costs had savings of \$8.6 million or 9.7% due to reserves for horizontal career path increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$349.7 million exceeded any from the past three years.

The balance of the long-term investments was \$109.7 million and the cash balance was \$83.9 million at the end of February. Expenditures in the Strategic Initiatives Program Fund were \$20.4 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 \$12.1 million year-to-date. Expenditures in the GARVEE Capital Projects Fund through February were \$13.8 million.

5) Monthly Reporting of Federal Formula Program Funding through March. Idaho received obligation authority of \$286.6 million through September 30 via an appropriations act signed in December 2019. This includes \$936,200 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area. In February \$14.1 million of Highway Infrastructure General Funds were received. Obligation authority through September 30 is \$300.7 million, which corresponds to \$301.5 million with match after a reduction for prorated indirect costs. Idaho received apportionments via notices through February 13 of \$331.7 million, including Redistribution of Certain Authorized Funds and Highway Infrastructure General Funds. Obligation authority is currently 90.7% of apportionments. Of the \$301.5 million allotted, \$150.9 million remains.

Director's Monthly Report on Activities. Director Ness reported on the Department's efforts since Governor Little issued the stay-at-home order except for essential services on March 25 due to the COVID-19 pandemic. That order expired yesterday; however, it has been extended until April 30. Because the Department provides essential services, the focus has been to ensure the health and safety of employees, the public, and our partners; continue providing services; and be flexible. A number of employees are working from home while others continue working in the office or in the field. A plan to return to work will be developed before April 30. The Governor also instituted a hiring freeze for non-essential positions and a requirement for pre-approval for overtime. Director Ness said the Department is still working on those issues, as it appears every position is essential so he would like to continue filling vacancies, and staff needs the ability to respond immediately to unexpected events like a rockslide or earthquake.

Director Ness reported that the Governor has also requested that state agencies not implement the change in employee compensation that the legislature approved for FY21. The Department is determining what that means for the Horizontal Career Path initiative. Staff will also continue to closely monitor the revenue and make budget adjustments accordingly.

Member Vassar commended Director Ness for the informative report and congratulated the Department for its ability to continue serving the public during the pandemic.

Chief Deputy Stokes reported on a number of waivers and extensions that have been implemented due to the pandemic. Some of those include the extension of drivers' licenses and registrations that expire in March, April, or May to June 30; extending certain dealer requirements like continuing education; waiving vision screening for driver license applicants; and delaying the implementation of the vehicle registration verification program. Additional Division of Motor Vehicles' services are available online on a temporary basis. The allowance of studded snow tires and flagger certifications are also being extended.

Chief Deputy Stokes also reported on the potential loss of state revenue, as traffic has decreased significantly due to the COVID-19 pandemic. He believes staff has identified adjustments to the budget if state revenue is reduced up to \$70 million, or 20%. In response to Member Horsch's question on a contingency plan if the revenue is more than \$70 million below projections, Chief Deputy Stokes replied that the first option would be to look at the construction program and delay projects. The other option would be to look at staffing levels and operations.

Chairman Moad thanked Director Ness and Chief Deputy Stokes for the informative reports.

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

Legislative Report. Governmental Affairs Manager (GAM) Mollie McCarty reported on activities at the national level to address the COVID-19 pandemic. The Coronavirus Aid, Relief, and Economic Security Act signed by President Trump to provide funding to address various economic concerns contains a transportation component, including assistance to airports and public transit. Due to the emergency declaration, regulatory relief has been issued for motor carrier vehicles providing assistance due to the pandemic, and the REAL ID implementation has been delayed until October 2021.

Regarding 2020 legislation, GAM McCarty said the Governor vetoed the bill that increased the Transportation Economic and Congestion Mitigation revenue because of funding uncertainty due to the COVID-19 pandemic. Legislation restructuring special license plates was approved. This only allows specialty plates for state agencies and the additional costs of those license plates will be directed to the Highway Distribution Account. In February the Board approved a resolution to ensure ITD's rules would continue to be in effect in case the legislature did not act on the IDAPA requirements. She informed the Board that the legislature did not reauthorize the state's administrative code, so Board Resolution #20-04 will go into effective. She also reported that staff is working on legislative ideas and rulemaking for the 2021 session.

Chairman Moad thanked GAM McCarty for the update.

Revisions to Board Policy 4052 and Administrative Policy 5052 Official Travel by Department Personnel. Controller Dave Tolman said these policies are being revised to authorize the director to establish the travel spending plan and division administrators and district engineers to monitor and manage their plans. It also clarifies that the most efficient and cost effective travel shall be chosen. The changes are consistent with and meet the State Board of Examiners' State Travel Policy.

Member Vassar made a motion, seconded by Member DeLorenzo, and passed 5-0 by individual roll call vote to approve the following resolution (due to audio difficulties, Member Hoff's vote was not recorded):

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for ITB20-12 the Idaho Transportation Department; and

WHEREAS, employee travel and associated costs are a necessary component of the Department's mission and function.

NOW THEREFORE BE IT RESOLVED, that the Board approves revisions to Board and Administrative Policies 4052 and 5052 Official Travel by Department Personnel.

SH-16, I-84 to SH-44 Cost Estimates. Transportation Program Manager (TPM) Amy Schroeder explained Phase 2 of the SH-16, I-84 to SH-44 project, key #20788, is to purchase all of the right-of-way, including the property needed for the future interchanges, and to construct five miles of a new four-lane limited access highway between I-84 and US-20/26. Since 2018 \$8 million has been spent on the environmental re-evaluation, refining the conceptual design, and producing right-of-way plans. The right-of-way acquisition is funded at \$90 million; however, an additional \$35 million is needed for the acquisition. The design work is estimated at \$14 million. Advancing the design would improve the project readiness and be advantageous for proceeding to construction as soon as funding becomes available. She emphasized that staff does not have a recommendation regarding continuing construction from the north end or south end.

Member Thompson asked about the benefits of continuing construction from US-20/26 south to Ustick Road. TPM Schroeder said that improvements would be made to Ustick Road so motorists could continue traveling. The SH-16 extension would not result in a dead-end. Member Thompson expressed support to continue constructing SH-16 from the north end.

Member DeLorenzo said there will be a gap in the state highway regardless of which end construction resumes, impacting the local system. She knows the City of Nampa prefers continuing construction from the south end. She asked if other local agencies or the Community Planning Association of Southwest Idaho (COMPASS) have shared their comments on the corridor or preferences regarding the next construction phase. TPM Schroeder replied that ITD has been coordinating with Ada County Highway District and Nampa Highway District #1 on the design standards for the local roads that will be impacted by SH-16. COMPASS has provided traffic modeling information. No other agency has expressed a preference to continue construction on the north or south end.

Vice Chairman Kempton mentioned the new Amazon fulfillment center constructed in Nampa. He asked if the Sales Tax Anticipation Revenue (STAR) legislation may be a funding tool. Member DeLorenzo said District 3 pursued that, but because sales taxes will not be generated at the center, a STAR agreement is not an option.

Member Horsch asked if the increased traffic may be a factor in the decision to continue construction at the north end or south end, and added that he believes there is interest in diverting

the Amazon traffic from local roads. TPM Schroeder concurred with the desire to relieve the additional traffic that the I-84 Garrity Boulevard Interchange is expected to receive. The anticipated traffic from the fulfillment center is expected to occur during non-peak times. Residential growth is occurring faster than anticipated on the north end, putting more traffic on those roads during peak commute times.

TPM Schroeder presented potential funding options for the design work, including reallocating savings identified on I-84 projects from competitive bids, applying INFRA grant savings to the Middleton and Ustick bridges, and design refinements on I-84 projects in the Nampa to Caldwell corridor. Of the approximately \$35 million in savings, \$14 million could be used to complete the design and \$20 million could be diverted to right-of-way acquisition.

The consensus of the Board was to support this proposal. Chairman Moad thanked TPM Schroeder for the presentation and requested a resolution to proceed in this direction at a future meeting.

Public Transportation Advisory Council (PTAC) District 4 Appointment. Shauna Miller, Grants/Contracts Officer (G/CO), said the District 4 PTAC member resigned last year. The Public Transportation Office solicited applications to fill the vacancy. Two applications were received and reviewed by PTAC, which moved that both applicants are fit to serve on the Council.

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

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory
ITB20-13 Council (PTAC); and

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

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

WHEREAS, applications were solicited from interested parties to fill the position in District 4 with two submitted applications; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from February 24, 2020 to March 25, 2020; and

WHEREAS, the submitted applications and associated public comments were reviewed by the PTAC at its March 30, 2020 meeting where the Council determined all applicants were qualified to fill the vacant District 4 position.

NOW THEREFORE BE IT RESOLVED, that the Board has determined to appoint Jeffrey McCurdy for the District 4 PTAC position for the completion of the term of July 1, 2018 through June 30, 2021.

Chief Deputy Stokes thanked G/CO Miller for her service, and mentioned that she was recently appointed to the national Rural Transportation Assistance Program Review Board. Chairman Moad congratulated G/CO Miller on this appointment.

Board and Administrative Policies for Small Cell Facilities in ITD Right of Way. Chief Engineer (CE) Blake Rindlisbacher presented draft policies to address small cell facilities in the Department's right of way. Broadband and small cell facilities are not owned and operated by utility companies governed by the Idaho Public Utilities Commission and subject to ITD's guidelines for utility accommodations and rules governing utilities on state highway right of way. Regulation of broadband facilities is derived from the Code of Federal Regulations and guidance from the Federal Highway Administration. Regulation of small cell facilities is derived from executive orders and guidance from the Federal Communications Council.

Nationwide, the best practice for managing small cell facilities in public right of way is through a company specific Master License Agreement, according to CE Rindlisbacher. Staff is currently negotiating an agreement with a telecommunication service provider; however, policies are required before a Master License Agreement can be approved and guidance issued to staff to permit placement of these facilities. The proposed policies would authorize staff to finalize a Master License Agreement and permit small cell facilities in ITD right of way. Staff will continue working on development of processes, fee schedules, guidance, and operating procedures for broadband facilities.

In response to Member Vassar's question, CE Rindlisbacher said companies are focusing on urban areas, but will expand to rural areas. Both Vice Chairman Kempton and Member Horsch expressed concern with moving these facilities if necessary due to a highway project. CE Rindlisbacher said the agreement will identify the responsible party in those situations.

Chairman Moad thanked CE Rindlisbacher for the information and said the consensus is to continue refining the policies and present them to the Board in the near future.

District 1 SH-3 Levee Widening. District 1 Engineer (DE) Damon Allen requested \$1.5 million in engineering funds to develop a new project on SH-3 near St. Maries. The 2.5-mile segment to be improved sits on a levee along the St. Joe River. The pavement width is narrow and commercial vehicle crashes appear to be increasing. The proposed solution is to use light weight GeoFoam blocks to widen the existing roadway without impacting the wetlands. He estimates the construction will cost \$15 million; however, no construction funding is being requested at this time because additional investigation and engineering are required to finalize the engineer's estimate.

Member Hoff asked if this technique is a new, innovative approach and if the affected local public agencies support the project. DE Allen mentioned several projects where the GeoFoam blocks have been used in Idaho. The intent is to out-source the geotechnical

engineering, but the rest of the project is routine and the other work should be completed in-house. He has communicated with the City of St. Maries and Benewah County. Both support the project, and the County has concurred to provide assistance with the detour route.

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

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds
ITB20-14 appropriated for construction, maintenance and improvement of state highways;
and

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

WHEREAS, it is in the public's interest for the Department to publish and accomplish a current, realistic, and fiscally constrained five-year Idaho Transportation Investment Program (ITIP); and

WHEREAS, it is the intent of the Board to effectively utilize all available federal, state, and local funding.

NOW THEREFORE BE IT RESOLVED, that project SH-3, Levee Widening Goosehaven Road to Round Lake Road, Shoshone County will be added to FY21 of the FY20-26 ITIP in the Significant Projects Program at a cost of \$1.5 million for design engineering to prepare a bid ready project including Plans, Specification and Estimate; and

BE IT FURTHER RESOLVED, that funding for the design engineering be added to FY20 of the FY20-26 ITIP and that funds will come from the FY20 Board Unallocated Fund; and

BE IT FURTHER RESOLVED, that the Board authorizes staff to amend the FY20-26 Statewide Transportation Improvement Program accordingly.

The Board commended DE Allen for identifying an innovative solution to improve this section of SH-3.

129,000 Pound Truck Route Requests: US-93 and SH-75, District 6. Freight Program Manager (FPM) Scott Luekenga said Arlo G. Lott Trucking Inc. requested designating portions of SH-75 and US-93 as 129,000 pound truck routes to transport the mineral Molybdenum from the mine near Clayton to the Montana border.

FPM Luekenga presented the Chief Engineer's analysis on the US-93 route. The Division of Motor Vehicles (DMV) reported that the sections of US-93 from milepost 244.33 to 263.85 and from milepost 304.7 to 350.82 are designated as red routes, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The section of US-93 from milepost 263.85 to 304.7 is designated as a blue route and all trucks must adhere to the 5.5-foot off-track and 95-foot overall

vehicle length criteria. The bridge analysis determined that the 29 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. The Office of Highway Safety reported one non-interstate high accident intersection location and four high accident location clusters on the route. The Chief Engineer's analysis recommends proceeding with the request.

FPM Luekenga reported that the DMV confirmed that SH-75 from milepost 219.5 to 244.33 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the eight bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends proceeding with the request.

FPM Luekenga summarized the public comments received on the two routes. Thirty-six of the 39 comments received opposed designating these routes for vehicle combinations up to 129,000 pounds, with the majority of opposition on the US-93 route. The comments expressed concerns with issues like additional traffic, motorcyclists and recreational vehicles on the highway, a section of US-93 that follows the Wild and Scenic-designated Salmon River, and wildlife along the corridor. However, the majority of comments do not directly relate to commercial motor vehicles operating at weights up to 129,000 pounds. He added that the Board Subcommittee on 129,000 Pound Truck Routes approved motions to send both applications to the full Board with a recommendation for approval.

Member Horsch said the Subcommittee on 129,000 Pound Truck Routes deliberated on these routes due to the negative comments; however, it believed the engineering analyses supports the decision to designate the routes for weights up to 129,000 pounds. Member Hoff concurred. He was the hearing officer at the public hearings, and he believes there is a lot of misperceptions and misunderstanding about vehicle combinations up to 129,000 pounds.

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

RES. NO. WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho
ITB20-15 Transportation Board to designate state highways for permitted vehicle
 combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 6: US-93, Milepost (MP) 244.33 to 350.82; and

WHEREAS, the Department has received a request for a 129,000 pound route in District 6: SH-75, MP 219.5 to 244.33; and

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

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and 39 comments were received with 3 in support, and 36 were adversarial on the specific route(s); and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on February 18, 2020 with a recommendation to approve the routes; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed motions to approve the route requests; 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 April 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on the US-93, MP 244.33 to 350.82 route; and

BE IT FURTHER RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on the SH-75, MP 219.5 to 244.33 route; and

BE IT FURTHER RESOLVED, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route requests in District 6; and

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective 30 April, 2020.

Chairman Moad thanked FPM Luekenga for his presentation.

Relinquishment of East Side Frontage Road/Farm Field Access. DE6 Jason Minzghor said the District has been working with the Board Subcommittee on Adjustments to the State Highway System to relinquish the East Side Frontage Road/Farm Field Access to Madison County. The frontage road was established to avoid land-locking property when the US-20, Thornton Interchange was constructed and the at-grade crossing on US-20 was eliminated. An easement was secured to provide access from those properties to local roads. The County has approved a road closure and maintenance agreement, which includes \$850,000 from ITD to defray the cost of operation and maintenance of the road.

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

RES. NO. WHEREAS, Idaho Transportation Department staff and Madison County staff
ITB20-16 have drafted and signed a Road Closure and Maintenance Agreement to transfer a
 portion of the East Side Frontage Road/Farm Field Access, to Madison County;
 and

WHEREAS, Madison County passed and signed a resolution (#443) on March 9,
2020 to enter into said Road Closure and Maintenance Agreement with the
Department; and

WHEREAS, Department staff and Madison County have negotiated a one-time
cash payment of \$850,000 from the Department to the County to offset the initial
cost of maintenance on the roadway; and

WHEREAS, Department staff met with the Board Subcommittee on State
Highway System Adjustments and that Subcommittee passed a motion to present
this state highway system adjustment to the Board with a recommendation to
approve it.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board
approves the Road Closure and Maintenance Agreement between the Department
and Madison County; and

BE IT FURTHER RESOLVED, that the Board directs staff to program a fiscal
year 2021 project in the amount of \$850,000 as directed in the Road Closure and
Maintenance Agreement; and

BE IT FURTHER RESOLVED, that the Board approves the Official Minute, as
shown as Exhibit #520 which is made a part hereof with like effect, to relinquish
the roadway as described in the Road Closure and Maintenance Agreement to
Madison County.

Relinquishment of SH-33/Sugar City Half Interchange Connector Road. DE6 Minzghor
presented a road closure and maintenance agreement relinquishing SH-33 from milepost 337.478
to 339.759 and the Sugar City Half Interchange Connector Road from milepost 100.00 to 100.12
and 100.367 to 100.587 to Madison County. The agreement includes a payment of \$3,100,000 to
the County to defray operation and maintenance costs and to improve a segment of the highway
by the railroad. DE Minzghor intends to request a project in the next ITIP update.

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

RES. NO. WHEREAS, Idaho Transportation Department staff and Madison County staff
ITB20-17 have drafted and signed a Road Closure and Maintenance Agreement to transfer a
 portion of SH-33 from milepost 337.478 to milepost 339.759 and the Sugar City

Half Interchange Connector Road from milepost 100.00 to milepost 100.12 and milepost 100.367 to milepost 100.587 to Madison County; and

WHEREAS, Madison County passed and signed a resolution (#444) on March 9, 2020 to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, Department staff and Madison County have negotiated a one-time cash payment of \$3,100,000 from the Department to the County to offset the initial cost of maintenance on the roadway; and

WHEREAS, Department staff met with the Board Subcommittee on State Highway System Adjustments and that Subcommittee passed a motion to present this state highway system adjustment to the Board with a recommendation to approve it.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Road Closure and Maintenance Agreement between the Department and Madison County; and

BE IT FURTHER RESOLVED, that the Board directs staff to program a fiscal year 2021 project in the amount of \$3,100,000 as directed in the Road Closure and Maintenance Agreement; and

BE IT FURTHER RESOLVED, that the Board approves the Official Minute, as shown as Exhibit #521 which is made a part hereof with like effect, to relinquish the roadway as described in the Road Closure and Maintenance Agreement to Madison County.

Chairman Moad thanked DE Minzghor for his work on these system adjustments.

Board Policy 4030 and Administrative Policy 5030 Surface Transportation Block Grant Rural (STBGR) Exchange Program. Contracting Services Engineer (CSE) Monica Crider proposed revisions to the referenced policies. The main changes increase the cap of federal funds exchanged by LHTAC from \$4.5 million to \$5 million for the Rural funding and the rate of exchange from \$.6167 to \$.80 of state funds for every \$1 of federal funds exchanged per direction from the Board at the August 2019 meeting. Other revisions include nomenclature changes due to federal law changes related to the funding source (block grant) and clarifications to align the program requirements with the policy.

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

RES. NO. ITB20-18 WHEREAS, via prior resolution (August 2019) the Idaho Transportation Board reviewed and approved cap and exchange rate increases to the Local Rural Highway Investment Program (LRHIP) managed by the Local Highway Technical Assistance Council (LHTAC); and

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WHEREAS, via prior resolution, the Board approved an effective date of these changes of October 1, 2020; and

WHEREAS, via prior resolution, the Board directed staff to update the corresponding policies related to the Surface Transportation Program Rural Exchange Program which outlines the LRHIP parameters to reflect these and other necessary changes; and

WHEREAS, staff in conjunction with LHTAC, revised Board Policy 4030 and Administrative Policy 5030 Surface Transportation Program Rural Exchange Program to reflect the above as well as any other necessary changes to align current process with policy.

NOW THEREFORE BE IT RESOLVED, that the Board approves Board Policy 4030 Surface Transportation Block Grant Rural (STBGR) Exchange Program; and

BE IT FURTHER RESOLVED, that the Board concurs with changes to Administrative Policy 5030 Surface Transportation Block Grant Rural (STBGR) Exchange Program.

Executive Session on Personnel and Legal Issues. Vice Chairman Kempton made a motion to meet in executive session at 12:00 noon to discuss personnel issues as authorized in Idaho Code Section 74-206 (a) and legal issues as authorized in Idaho Code Section 74-206 (e) and (f). Member Vassar seconded the motion and it passed 6-0 by individual roll call vote.

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

The Board came out of executive session at 1:35 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 1:35 PM.

signed
BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
May 21, 2020
Boise, Idaho

April 16, 2020