

WORKSHOP AND REGULAR MEETING OF THE  
IDAHO TRANSPORTATION BOARD

June 17, 2020

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

Idaho Transportation Board Chairman Bill Moad called the meeting to order at 8:00 AM on Wednesday, June 17, 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

Budget Briefing. Financial Planning and Analysis Manager (FP&AM) Justin Collins said staff has been monitoring the Department's revenues closely due to the COVID-19 pandemic, which has resulted in a significant drop in daily traffic counts and commercial airline activity. A budget stabilization plan has been developed for the end of FY20 and for FY21. Aeronautics' revenue is expected to be impacted by about 30% or \$1.1 million. For the State Highway Account, contingency plans have been developed for revenue shortfalls up to 20% or \$70 million. FP&AM Collins added that the revenue forecast for FY22 is expected to change when the forecast is updated in August. The budget request is being kept to the base where possible.

Economist and Research Manager Bob Thompson said traffic volumes dropped about 35% after the Governor's stay-at-home order was issued at the end of March. Since then, traffic has increased, but is not back to normal yet. Air travel saw a decrease of 30% to 70% since last year. Some legislation will impact the revenue, including the removal of Idaho State Police from the Highway Distribution Account distribution formula. This will increase the revenue to the State Highway Account by \$1.9 million per year from FY22 to FY26.

Financial Manager Chris Bray presented the draft FY22 appropriation request of \$731.6 million and 1,648 full-time positions. The request is \$119 million less than the FY21 appropriation. Federal funds are estimated at \$345.8 million, state revenues at \$393 million, and local and interagency receipts at almost \$5 million. Some of the budget highlights include \$28.6 million for replacement items, \$369.6 million for the construction program, and \$3.6 million for capital facilities. The request for a new District 4 office building has been removed.

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Draft FY21-27 Idaho Transportation Investment Program (ITIP). Senior Transportation Planner Nathan Hesterman presented the draft FY21-27 ITIP. From FY21 through FY24, 82% of the funds are dedicated to highways; 9% are for public transit; 6% are directed to aeronautics; and 3% is committed to GARVEE. Highway projects are included in a seven-year Plan, with funding estimated at \$492.5 million annually for the 854 projects programmed.

Communication Office Manager Vincent Trimboli said the 30-day public review and comment period on the draft ITIP is scheduled to commence at the end of June. He outlined the planned outreach efforts.

Chairman Moad thanked staff for the presentations.

Safety Share. Mountain Home Maintenance Foreman Carl Vaughn reported on an incident where a sign in a construction zone on I-84 was not secure. During high winds, the sign became loose and lodged itself in the windshield of a commercial motor vehicle. He stressed the importance of safety.

Chairman Moad thanked Mr. Vaughn for the important message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on May 21, 2020 as submitted. Member Vassar seconded the motion and it passed 6-0 by roll call vote.

Board Meeting Dates. The following meeting dates are scheduled:

July 16, 2020

August 20, 2020

September 16, 2020

Consent Items. Member DeLorenzo made a motion, seconded by Member Horsch, 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-  
ITB20-29        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 GARVEE Program annual legislative report; adjustments to the Safety – Local Program; the update of Safety Rest Areas and Oasis partnerships; consultant agreements; and a contract for award.

1) GARVEE Program Annual Legislative Report. Senate Bill 1206 authorized an additional \$300 million in GARVEE bonds and requires an annual report on the GARVEE Program. The report summarizes the amounts allocated to various GARVEE corridors and the bond amounts and graphically shows the location of projects funded. All of the projects are on schedule and are tracking well against their budgets.

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2) Adjust the Safety – Local Program. Staff requests the addition of Local, Dynamic Speed Limit Signs, Lapwai, key #20682 for \$49,000 and STC-1809, North Beach Road and Dingle East Shore Road, Bear Lake County, key #20748 for \$39,000 to the FY20 Safety – Local Program. The projects were unintentionally removed during the FY19 end of year activities when funding was lower than expected. The Program has adequate savings to fund the projects.

3) Update of Safety Rest Areas and Oasis Partnerships. The 2020 rest area chart was updated to reflect the current average daily traffic count data. It also includes the current rest area partnership agreements and the condition of the facilities; however, there is no funding dedicated for rest areas. The updated safety rest area chart and map are shown as Exhibit #522, which is made a part hereof with like effect.

4) Request to Approve Consultant Agreements. 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 #22185 – Statewide Asset Attribute Inventory, District 5 for development services of approximately \$2.5 million and key #20186 – I-15, Union Pacific Railroad Inkom Overpass, Bannock County, District 5 for design services of approximately \$1.4 million.

5) Contract for Award. The low bid on key #21964 – SH-14, Whiskey Creek Fish Passage, District 2 was more than ten percent over the engineer’s estimate, requiring justification and Board approval. The majority of difference between the engineer’s estimate and low bid was in the 13’ corrugated plate arch. The U.S. Forrest Service is providing 80% of the funds for the project, which will improve fish passage by replacing a culvert. The majority of its funding is from a Bonneville Power Administration grant. If the grant is not used this year, the Forest Service will lose the money. Staff believes the low bid is competitive and recommends awarding the contract. Low bidder: Clearwater Construction Inc. DBA Clearwater Western - \$486,000.

Information Items. 1) Contract Awards and Advertisements. Key #19819 – Salmon River Road. Low bidder: Poe Asphalt Paving Inc. – fixed cost variable quantity 251,944 square yards.

Key #13135 – Beaver Creek Bridge. Low bidder: DL Beck Inc. - \$684,099.

Key #20648 – US-95, Shebang Creek Bridge, District 2. Low bidder: Razz Construction Inc. - \$198,340.

Key #13586 – Idaho Falls Citywide Microsurfacing. Low bidder: Intermountain Slurry Seal Inc. - \$756,871.

Key #22262 – SH-54, FY20 District 1 Mill and Inlay. Low bidder: Earth Smart Enterprise LLC DBA North West Road and Drive - fixed cost variable quantity 28,304 square yards.

Key #22263 – SH-5 Mill and Inlay, St. Maries, District 1. Low bidder: Poe Asphalt Paving Inc. - fixed cost variable quantity 28,160 square yards.

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Key #22264 – US-95, FY22 District 1 Mill and Inlay. Low bidder: Wood’s Crushing and Hauling Inc. - fixed cost variable quantity 42,936 square yards.

Key #22274 – I-90, FY20 Fence Repair, District 1. Low bidder: Northwest Landscape LLC – fixed cost variable quantity 20,002 square yards.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From April 30 through May 29, 32 new professional services agreements and work tasks were processed, totaling \$5,247,570. Five supplemental agreements to existing professional services agreements were processed during this period in the amount of \$411,248.

3) FY20 General Funds Apportionment for State Highway System 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. ITD directed its \$4,225,251 plus match to the following FY23 projects: key #22792, I-90, Golconda Access Road Interchange West Bound Lane, Shoshone County, District 1 - \$851,000; key #22793, I-90, Over No Tracks Bridge, Shoshone County, District 1 - \$918,000; key #23045, US-26, Snake River Bridge Repair, Blackfoot, District 5 - \$1,150,000; key #23046, US-89, Bear River Bridge Repair, Bear Lake County, District 5 - \$710,000; key #23047, US-89, Bear Lake Outlet Canal Bridge, Bear Lake County, District 5 - \$850,000; and key #22698, SH-33 South, US-20 Intersection, Madison County, District 6 - \$650,000. The shortfall of \$569,049 will be provided by other federal aid.

4) Monthly Reporting of Federal Formula Program Funding through May. 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; however, \$4.6 million will not be used until FY23. Obligation authority through September 30 is \$296.1 million, which corresponds to \$297 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 \$297 million allotted, \$75.8 million remains.

Monthly Report on Activities. Director Ness said employees started returning to work in offices in phases at the beginning of June. The Department is continuing to develop highway projects and will be prepared if additional funds are received, such as through a federal stimulus package or redistribution of federal funds. The state’s traffic counts were 38% below normal in early April but have increased and are currently about 4% below average. During the pandemic, the Department continued serving the public. He believes it has been an important asset to the state’s economy and will continue to play an important role as Idaho’s economy rebounds.

Chief Deputy Stokes expressed appreciation to the employees for their response to the pandemic. He believes the Department’s innovative culture was helpful as employees had to

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adapt to these challenging times. He commended the Division of Motor Vehicles for providing exemplary service to the public, especially while the majority of staff members worked from home.

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

New Administrative Policy 5558 Use of Electronic Devices while Driving and Operating Vehicles and Equipment. Safety & Risk Manager (SRM) Randall Danner presented a new administrative policy to address the use of technology in ITD owned vehicles. The policy was patterned after a director's memorandum prohibiting the use of cell phones or other messaging devices, including hands-free, while operating ITD vehicles or equipment.

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

RES. NO.        WHEREAS, the Idaho Transportation Board is charged with setting policies for  
ITB20-30        the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5558 Use of Electronic Devices while Driving and Operating ITD Vehicles and Equipment was developed to address use of new technology such as GPS map and guidance systems, wired and Bluetooth video and music players while driving ITD vehicles or operating ITD-owned or leased equipment.

*NOW THEREFORE BE IT RESOLVED*, that the Board concurs with the new Administrative Policy 5558 Use of Electronic Devices while Driving and Operating ITD Vehicles and Equipment.

Chairman Moad thanked SRM Danner for the presentation.

State FY20 Financial Statements. Acting General Ledger Manager (AGLM) Kirk Weiskircher provided a special update on revenue. At the end of May, transfers to ITD from the Highway Distribution Account and for the Fuel/Registration direct was essentially on forecast. Preliminary receipts in the month of May were off approximately 21% or \$4.7 million, effectively eliminating any positive revenue over forecast as of the end of April. Aeronautics' revenue is down between \$300,000 and \$350,000 for the fiscal year. Staff will continue to monitor those revenues closely and make adjustments as needed.

Revenues to the State Highway Account from all state sources were ahead of projections by 0.3% at the end of April. Receipts from the Highway Distribution Account were 2.4% or \$4.3 million more than forecast. The equipment buy back program is \$6.6 million below forecast; however, that is a difference in timing. State revenues to the State Aeronautics Fund were ahead of projections by 2.8%, or \$78,000. This is primarily due to the receipts for aircraft registrations and insurance proceeds on the Smiley Creek damaged building. Total receipts from aviation fuel taxes are below the forecast by 3.6% or \$80,200. Expenditures were within planned budgets. Personnel costs had savings of \$10.4 million or 9.5% due to reserves for horizontal career path

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increases, vacancies, and timing between a position becoming vacant and being filled. Contract construction cash expenditures of \$395.1 million exceeded any from the past three years.

The balance of the long-term investments was \$110.1 million and the cash balance was \$92.1 million at the end of April. Expenditures in the Strategic Initiatives Program Fund were \$24.7 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 of \$17.2 million were 18.9% ahead of forecast. Expenditures in the GARVEE Capital Projects Fund through April were \$16 million.

Review of Draft FY21-27 ITIP. FP&AM Collins presented the draft FY21-27 ITIP, which was prepared in collaboration with the metropolitan planning organizations and Local Highway Technical Assistance Council. He recommended proceeding to the 30-day public comment period on the multimodal plan.

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

RES. NO. WHEREAS, it is in the public's interest for the Idaho Transportation Department  
ITB20-31 to publish and accomplish a current, realistic, and fiscally constrained seven-year Idaho Transportation Investment Program (ITIP); and

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

WHEREAS, the program update cycle requires cooperation with partner agencies in its calendar of activities; and

WHEREAS, the Board has reviewed the list of projects and analysis for the Draft FY21 - 27 ITIP; and

WHEREAS, the next activity in the program update cycle is public review and comment per 23 CFR 450.210; and

WHEREAS, public involvement and input from stakeholders and interested citizens allows the Board to better understand Idaho's various transportation needs; and

WHEREAS, project selection and program approval is scheduled for the Board's September meeting after incorporating public comment.

*NOW THEREFORE BE IT RESOLVED*, that the Board will commence public involvement in July with project and program information incorporated from the publication entitled *Draft FY 2021 - 2027 ITIP, June Board Meeting*.

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FY21 Idaho Airport Aid Program. Manager of Airport Planning/Development (MAP/D) Bill Statham presented the FY21 Idaho Airport Aid Program (IAAP). The legislature allocated \$1,000,000 for the Program. In March, Congress passed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided additional funding for airports without a match requirement. The Federal Aviation Administration will select National Plan of Integrated Airport Systems (NPIAS) projects and allocate funding. The State of Idaho will have advisory duties in this process. The FY21 IAAP will allocate funds to non-NPIAS airports.

MAP/D Statham said that depending on the timing of the programming, there may not be CARES Act funds available to fund all or a portion of the local share. The 2019 supplemental funds do not qualify for 100% funding using CARES Act funds. Sponsors are still required to match their normal percentage for 2019 supplemental grants. This year the IAAP will fund only three types of projects: community airport construction, community airport planning, and roll over or emergency funding remaining. The Aeronautics Advisory Board reviewed the projects and recommended the proposed FY21 Program. Final grant amounts may change due to the final Federal Aviation Administration grant amounts awarded, a revised match rate, actual bids received, and minor scope changes prior to construction of the projects.

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, the Idaho Transportation Board has the authority to locate, design,  
ITB20-32 construct, reconstruct, alter, extend, repair and maintain state aeronautical facilities; and

WHEREAS, the Board has the authority to expend funds for the construction, maintenance and improvement of public owned aeronautical facilities; and

WHEREAS, the Idaho Aeronautics Advisory Board, at its May 28, 2020 meeting concurred with the provided Idaho Airport Aid Program.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Airport Aid Program for state fiscal year 2021 be approved, as shown as Exhibit #523, which is made a part hereof with like effect; and

*BE IT FURTHER RESOLVED*, the Board directs the Division of Aeronautics to issue grant offers for the SFY 2021 year including the amounts shown for additional supplemental projects to Idaho airports; and

*BE IT FURTHER RESOLVED*, the Board adopts the proposed allocation of airport funds.

Chairman Moad thanked MAP/D Statham for presenting the Idaho Airport Aid Program.

2021 Potential Legislative Ideas. Governmental Affairs Manager (GAM) Mollie McCarty proposed three legislative ideas for the 2021 session: update Idaho Code for federal odometer disclosure requirements, non-resident violator compact cleanup, and eliminate the requirement to

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surrender a suspended driver license. Legislative ideas must be submitted to the Division of Financial Management by July 10. Upon Division of Financial Management approval, staff will draft legislation for the Board to review and approve.

Chairman Moad thanked GAM McCarty for the presentation.

Adopt-A-Highway (AAH) Recognition. Janet Gregory, District 3 AAH Coordinator, commended Big Kitty Inc. for its participation in the AAH Program. The group adopted a portion of US-20/26 in 2012.

District 3 Annual Report. District 3 Engineer (DE) Caleb Lakey said since his promotion to DE in February, he has dealt with the impacts of COVID-19 and the Governor's stay at home order and the March 31 earthquake. Employees began returning to the office earlier this month and will continue to return in phases. He commended the maintenance crews for their response to the earthquake and resultant avalanche.

DE Lakey said the partnerships utilizing Sales Tax Anticipated Revenue agreements to improve US-20/26 are proceeding well. Other district highlights include 636 permits were processed in FY20, which is 42 more than in FY19; 13 of the 14 FY21 projects were delivered on time; and roads were clear of snow and ice 84% of the time.

Chairman Moad thanked DE Lakey for the report.

Executive Session on Personnel and Legal Issues. Member Horsch made a motion to meet in executive session at 11:50 AM to discuss personnel issues as authorized in Idaho Code Section 74-206 (a) and (b) and legal issues as authorized in Idaho Code Section 74-206 (c) and (f). Member DeLorenzo seconded the motion and it passed 6-0 by individual roll call vote.

The discussions on legal matters related to acquiring real property and operations. The discussions on personnel matters related to the hiring of an employee and the performance of employees.

The Board came out of executive session at 1:20 PM.

COVID Traffic Counts and Crashes. Margaret Pridmore, Roadway Data Manager, said traffic counts began dropping almost immediately upon the Governor's stay at home order issued on March 25. Traffic was down 38% statewide initially, but has slowly been increasing.

Highway Safety Manager (HSM) John Tomlinson said highway fatalities were down, with 9 in April and 24 in May. In 2019, there were 28 fatalities in May. The 100 Deadly Days of Summer campaign started just before Memorial Day. Since then, there have been 19 fatalities, including three motorcyclists.

Chairman Moad thanked staff for the information.

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Post COVID Aggressive Driving. HSM Tomlinson said aggressive driving has been a national concern recently. Boise Police Department Corporal Kyle Wills said most law enforcement agencies throughout the country slowed or eliminated traffic enforcement activities in April due to social distancing guidelines. Presumably due to the fewer cars on the roads, more motorists were speeding excessively. Boise Police Department partnered with Idaho State Police to focus on speeding. In the greater Boise area, law enforcement officers observed multiple speeds daily in excess of 100 miles per hour on I-84 and I-184, as well as double and triple the speed limits on other surface streets. Enforcement in construction zones was also a priority. A concerted effort was made to educate the public about safe driving practices.

Chairman Moad thanked Corporal Wills for the informative presentation.

FY21 Highway Safety Plan. HSM John Tomlinson presented the FY21 Highway Safety Plan. The document, required by the National Highway Traffic Safety Administration, funds activities to reduce traffic crashes, deaths, and injuries. No significant changes were made to the draft Plan since it was presented last month.

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

RES. NO. WHEREAS, Idaho experienced 24,031 reportable traffic crashes, 234 traffic  
ITB20-33 deaths, and 1,250 people seriously injured in 2018; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2018 was more than \$4.1 billion; and

WHEREAS, the Idaho Transportation Department's vision is to have zero traffic deaths; and

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate about \$3.9 million in funding behavior safety programs for Idaho to help eliminate traffic deaths and serious injuries; and

WHEREAS, the Idaho Traffic Safety Commission and the Office of Highway Safety have developed the Highway Safety Plan for Federal Fiscal Year 2021 to work toward the elimination of Idaho traffic deaths, serious injuries, and economic losses; and

WHEREAS, the Highway Safety Plan is required by NHTSA in order to receive funding from NHTSA.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board adopts the Highway Safety Plan for Federal Fiscal Year 2021, which is on file in the Office of Highway Safety.

City of Fernan Village Sewer Line Mitigation. DE1 Damon Allen said the City of Fernan Village needs to replace its wastewater collection system for the commercial property fronting

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Coeur d'Alene Lake Drive. The existing pressure sewer line runs under I-90 and is no longer serviceable. Because the sewer line was in existence before I-90 was constructed, he recommends funding the cost of re-construction for that portion of the improvements.

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

RES. NO.        WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB20-34        Department mission of safety, mobility, and economic opportunity; and

WHEREAS, the Department has been invited to become part of a partnership to reconstruct the sanitary sewer under I-90 at Coeur d'Alene Lake Drive; and

WHEREAS, it is in the public interest for ITD to participate in the reconstruction cost because the sanitary sewer predates the interstate; and

WHEREAS, it is in the public interest for ITD to participate in the reconstruction cost because financial participation guarantees the right for ITD to approve the design of the project to best protect I-90; and

WHEREAS, the cost of participation can be covered by ITD District operating funds and the City LID funding, Fernan Sewer Improvements.

*NOW THEREFORE BE IT RESOLVED*, that the Board finds it in the public interest for ITD to participate in the not-to-exceed cost of \$20,000 from District Operating, to replace the sanitary sewer under Interstate 90 at Coeur d'Alene Lake Drive in the City of Fernan Village.

Chairman Moad thanked DE Allen for the presentation.

Community Planning Association of Southwest Idaho (COMPASS) National Highway System (NHS) Change Request. Senior Transportation Planner (STP) Robert Beachler said the 2012 federal Moving Ahead for Progress in the 21<sup>st</sup> Century Act added nearly 60,000 miles of principal arterials to the NHS. This designation has data collection and reporting requirements, which can be a burden to the agency. Functional classification of roadways defines the role each element of the roadway network plays in serving travel needs. The next statewide solicitation for changes to functional classification will occur after the 2020 decennial census when the U.S. Census Bureau issues updated urban area boundary maps.

STP Beachler said COMPASS would like to remove 129 centerline miles from the NHS. The routes do not serve the purpose outlined in NHS criteria.

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

RES. NO.        WHEREAS, in July 2019 the Community Planning Association of Southwest  
ITB20-35        Idaho (COMPASS) staff began the process to update the National Highway  
System (NHS) in Ada and Canyon Counties by meeting with the six

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transportation agencies within the planning area that have local roads on the NHS;  
and

WHEREAS, on December 16, 2019 the COMPASS Regional Transportation Advisory Committee recommended changes to the NHS that were approved by the COMPASS Board of Directors; and

WHEREAS, Idaho Transportation Department staff met with representatives of COMPASS and the Federal Highway Administration on January 23, 2020 to discuss the removal of MAP-21 Principal Arterials from the NHS; and

WHEREAS, on March 16, 2020 Department Planning Services Section received a request from COMPASS' Executive Director to remove 129 centerline miles of MAP-21 Principal Arterials; and

WHEREAS, on May 21, 2020 the Idaho Transportation Board was provided an informational briefing and supporting materials regarding COMPASS' request to delete 129 centerline miles of locally owned MAP-21 Principal Arterials that do not serve the purpose outlined in NHS criteria; and

WHEREAS, the Board has reviewed the request to delete the MAP-21 Principal Arterials from the NHS as identified in COMPASS' change request.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board accepts and approves COMPASS' request to delete 129 centerline miles of MAP-21 Principal Arterials from the National Highway System and directs staff to forward the request to the Federal Highway Administration.

2020 Functional Classification Review. Per Board policy, an updated Functional Classification Map of the State Highway System is to be presented for approval each year, according to STP Beachler. There have been no changes to Idaho's State Highway Systems Functional Classification map since it was approved by the Federal Highway Administration in 2016. COMPASS is requesting changes to the federal aid functional classification system within its planning area: update the functional classification of two existing roadways; change the classification of three roadways based on how they function or have been constructed; and add a principal arterial.

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

RES. NO.      WHEREAS, Idaho Transportation Department staff has reviewed the Functional  
ITB20-36      Classification Map for the State Highway System of Idaho; and

WHEREAS, Idaho Transportation Board Policy 4060 Functional Classification of State Highways requires an annual update of the State Highway System Functional Classification Map; and

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WHEREAS, Department staff has presented the map with no changes for 2020; and

WHEREAS, on March 16, 2020 the Department Planning Services Section received a request from the Community Planning Association of Southwest Idaho (COMPASS) to change the Federal Aid Functional Classification System for select roadways within the COMPASS Planning Area; and

WHEREAS, on May 21, 2020 the Idaho Transportation Board was provided an informational briefing and supporting materials regarding COMPASS' request to update the functional classification of Northside Boulevard and Federal Way, and change the classification of Eisenman Road, Lake Hazel Road, and Orchard Street Extensions based on how they function or have been constructed; and

WHEREAS, COMPASS requests the addition of the Orchard Street Re-Alignment segment as a principal arterial; and

WHEREAS, the Board has reviewed the request to update and change the Federal Aid Classification for select roadways within the COMPASS Planning Area.

*NOW THEREFORE BE IT RESOLVED*, that the Board confirms there are no changes to the State Highway System functional classification, as shown as Exhibit #524 which is made a part hereof with like effect, and accepts COMPASS' request to update and change the Federal Aid Functional Classification of the select roadways within the COMPASS Planning Area.

Chairman Moad thanked STP Beachler for the reports.

Administrative Settlement over \$200,000. Right of Way Program Manager (RWPM) Justin Pond said Board Policy delegates the authority to offer administrative settlements up to \$200,000 over the reviewed fair market value of properties appraised up to \$1,000,000. Proposed settlements exceeding \$200,000 shall come before the Board for approval. An administrative settlement is additional payment in excess of the approved just compensation. It may be provided to motivate amicable settlement with an owner and avoid recourse to legal proceedings.

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, the Idaho Transportation Department is acquiring right-of-way  
ITB20-37        along SH-41 for Project No. A020(098), key #20098; and

WHEREAS, the Department and the property owner have engaged in good faith negotiations; and

WHEREAS, both parties agree that additional payment is justified in order for the Department to fairly compensate the property owner.

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*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an administrative settlement in the amount of \$505,286.85.

Overview on Surplus Property and the Process for Disposal. RWPM Pond said surplus property is land under the Department's jurisdiction that is not needed or is no longer useful or usable for any current or future purpose. It may originate from uneconomic remainders, used materials sites, and existing right-of-way becoming no longer necessary due to the reconstruction of a road. Because surplus property may have associated costs, such as surveys and appraisals, disposing of surplus property is generally not pursued until a party expresses interest in acquiring the property.

RWPM Pond said the disposal process consists of offering the property to a tax-supported agency or political subdivision first. If an entity acquires the property, if in the future the property ceases to be used for public purposes, the property is to revert back to ITD. If there is no interest from a tax-supported agency or political subdivision, the property is offered to an adjoining property owner at the fair market value as a minimum. If more than one adjoining property owner is interested in the property, the interested parties bid on the parcel. If there is no interest from adjoining property owners, the land may be made available for a public sale.

Chairman Moad thanked RWPM Pond for the informative presentation.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting officially adjourned at 2:15 PM.

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signed  
BILL MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
July 16, 2020  
Pocatello, Idaho

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