

REGULAR MEETING AND DISTRICT FOUR WORKSHOP
OF THE IDAHO TRANSPORTATION BOARD

April 21-22, 2021

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

Bill Moad, Chairman

Janice B. Vassar, Vice Chair– District 2

James R. Thompson, Member – District 1

Julie DeLorenzo, Member – District 3

Jim Kempton, Member – District 4

Dwight Horsch, Member – District 5

Bob Hoff, Member – District 6

Scott Stokes, Chief Deputy

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

District 4 Workshop. The Board traveled US-93 and I-84 to the potential location of a new District 4 Office near that interchange. It continued on US-93 south and local roads to view a potential site for an additional river crossing west of Twin Falls and then returned to Jerome.

Aeronautics Administrator Jeff Marker introduced Chris Pomeroy, who was confirmed as an Aeronautics Advisory Board (AAB) member earlier this year. AAB Member Pomeroy provided background on himself.

Chairman Moad welcomed AAB Member Pomeroy and thanked him for serving on this important board.

Consultants presented the findings of an origin-destination study for another river crossing in the greater Twin Falls area. The intent of the study was to understand regional travel patterns and evaluate new crossing locations. Potential options include four new sites and widening the SH-50 Hanson Bridge. The costs for a new crossing range from \$235 to \$405 million, and widening the SH-50 Hanson Bridge is estimated at \$75 million. The next step would be to conduct a Planning and Environmental Linkage Study.

Discussion followed on this proposal. Because of the time-consuming process and expense to construct a major project like this, there was some support to provide short-term congestion relief, especially south of the US-93 Perrine Bridge. There was also a concern that commercial vehicles may take local roads, which were not designed for that traffic, to avoid the congestion in Twin Falls.

Twin Falls County Commissioner Brent Reinke and Greater Twin Falls Area Transportation Committee Chairman Gerald Martens expressed appreciation for the Department's effort to explore another river crossing. The local highway jurisdictions support this project and are developing a joint powers agreement to coordinate those efforts. It was also noted that the growth in the area is expected to continue to the west of Twin Falls.

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Chairman Moad thanked the delegation for the informative presentation and the partnership to address transportation in the region.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting recessed at 4:30 PM.

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

Safety Share. District Records Inspector Jamie Vaden emphasized the importance of towing safety and proper towing techniques, such as proper weight distribution and ensuring lights are attached and working properly. She also stressed the importance of safe, defensive driving.

Chairman Moad thanked District Records Inspector Vaden for the important message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on March 18, 2021 as submitted. Vice Chair Vassar seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates and locations were scheduled:
May 18-19, 2021 – District 2
June 23-24, 2021 – District 3
July 21-22, 2021 – District 5

Consent Items. Vice Chair Vassar made a motion, seconded by Member Horsch, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB21-22 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 addition of two Community Planning Association of Southwest Idaho transit projects to the approved Idaho Transportation Investment Program; Highway Infrastructure Federal General Funds distribution plan; Forsgren Associates individual task agreement extension; consultant agreements; and a contract for award.

1) Addition of Two Community Planning Association of Southwest Idaho (COMPASS) Transit Projects. On behalf of COMPASS and Valley Regional Transit, staff requests the addition of two FY22 transit projects to the Idaho Transportation Investment Program (ITIP). The \$1,250,000 Transit-State Street Premium Corridor, Part 1 project will improve infrastructure and pedestrian connections to public transportation on SH-44 between the City of Eagle and

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downtown Boise. The Federal Transit Administration will provide \$1,000,000 and the City of Boise will provide the match of \$250,000. The Transit-State Street Premium Corridor, Part 2 project includes the deployment of real-time information, off-board fare payment, raised platforms, and pullouts to accommodate all bus stops along this SH-44 corridor. The City of Boise will fund this \$5,882,000 project.

2) Highway Infrastructure Federal General Funds Distribution Plan. ITD received additional Highway Infrastructure Federal General Funds in the amount of \$4,624,030. Staff proposes taking the Transportation Management Area's share of \$567,321 off the top, splitting 12.6% of the remaining amount equally between Urban and Rural Local Public Agencies, and directing the rest to ITD. Staff also recommends requiring a 7.34% match for these funds.

3) Forsgren Associates Individual Task Agreement Extension. Staff requests approval for Forsgren Associates to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$540,000. The consultant was selected in 2018 for project alternatives analysis and materials investigation services for \$119,000 for key #19622, Bannock Street in the City of Malad. In 2019 it was selected to prepare preliminary design through Plans, Specifications, and Estimate services for \$371,000. The additional \$50,000 in services would be to provide the final Plans, Specifications, and Estimates package, record of survey and engineer of record services.

4) Request to Approve Consultant Agreements. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #19916 – US-95, Labrosse Hill Street to Alderson Lane, Bonners Ferry, District 1 for additional services of about \$1.07 million; key #20574 – SH-44, Star Road to SH-16, Ada County, District 3 for design services of approximately \$1.3 million; key #20788 – SH-16, I-84 to US-20/26 and SH-44, Ada and Canyon Counties, District 3 for design services around \$16.5 million; key #12315 – STC 5743, Kidd Island Road, Worley Highway District for construction, engineering and inspection services of approximately \$1.1 million; and key #13476 – SH-44, SH-55 Intersection Improvement, Eagle, District 3 for design services of approximately \$1.78 million.

5) Contract for Award. The low bid on key #13445 – STC-4715, Clear Creek Bridge was more than ten percent over the engineer's estimate, requiring justification. The Pre-stress Deck Bulb Tee Girder and Mobilization Items accounted for the majority of difference between the low bid and engineer's estimate. The Local Highway Technical Assistance Council (LHTAC) considered the rural setting, cost inflation, and hauling costs for bridge items for the project; however, it did not fully anticipate the high level of inflation and current market conditions. This bridge project addresses a significant structural deficiency and safety issue. The project sponsor, Idaho County, is prepared to provide the additional funding. LHTAC does not believe that re-advertising the project would result in lower bids, and recommends awarding the project. Low bidder: Cannon Builders Inc. - \$1,875,566.

Information Items. Chief Operations Officer Dan McElhinney explained the displaced left turn intersection design, which was originally planned for the SH-55 (Eagle Road) and SH-44 (State Street) intersection near Olde Town Eagle. Due to public comments expressing concern with that rarely used left turns centerline crossover design, a detailed owner operator assessment of traffic safety, geometrics, driver confusion, all weather mobility and overall risks comparison

was completed early in construction. Upon completion, in coordination with local partners and the project team, consultant staff updated the intersection design timely to a more traditional widening lane configuration within the same project footprint to address displaced left turn wrong way safety findings, challenging truck movements, community impacts, and to provide similar congestion relief with the updated lanes layout at opening and beyond 2040. The bid had been let on the initial construction project, so it will be modified with the lane reconfiguration and reduced contract items through change orders efficiently, keeping ahead of on-site work in teamwork with the contractor for completion this year.

1) Contract Awards and Advertisements. Key #20034 – SH-1, US-95 to Canada Border Sealcoat, District 1. Low bidder: Knife River Corporation - Mountain West - \$685,000.

Key #20218 – I-90, FY21 Bridge Repairs, District 1. Low bidder: Razz Construction Inc. - \$3,209,834.

Key #20508 – SH-55, Donnelly to Deinhard, District 3. Low bidder: Sunroc Corporation - \$3,245,347.

Key #21999 – STP-8463, Greenhurst Road; Sunnybrook to Canyon Street, Nampa. Low bidder: Hawkeye Builders Inc. - \$818,567.

Key #22243 SIA – SH-71, Snake River Bridge to Junction US-95 Guardrail, District 3. Low bidder: Railco LLC - \$632,424.

Key #22424 SIA – US-20, FY21 District 6 Road Closure Gates. Low bidder: Mountain West Electric - \$137,000.

Key #22422 SIA – I-15, US-20, SH-28, SH-33, US-20/26, and US-20/26/93, FY21 District 6 Mill and Overlay. Low bidder: Knife River Corporation - Mountain West - 258,300 square feet.

Key #22619 - I-84, Ustick Road Overpass, District 3. Low bidder: Cannon Builders - \$13,499,645.

Key #20689 – SH-11, Grangemont Road to Headquarters, District 2. Low bidder: Knife River Corporation – Mountain West - \$3,035,000.

Key #22223 – SH-33, Milepost 100 to Beginning Realignment, District 6. Low bidder: H-K Contractors Inc. - \$12,969,888.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From February 25 through March 31, 30 new professional services agreements and work tasks were processed, totaling \$9,993,677. Seven supplemental agreements to existing professional services agreements were processed during this period in the amount of \$240,162.

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3) State FY21 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 12.2% as of February 28. Receipts from the Highway Distribution Account were \$19.1 million more than forecast; although the forecast was lowered due to COVID. State revenues to the State Aeronautics Fund were below projections by 11.4%, or \$224,000. Expenditures were within planned budgets. Personnel costs had savings of \$3.7 million or 4.4% due to vacancies and timing between a position becoming vacant and being filled. Contract construction cash expenditures were \$22.3 million during the month.

The balance of the long term investments was \$111.6 million at the end of February. These funds are obligated against construction projects and encumbrances. The long term investments plus the cash balance of \$107.3 million includes reserves to mitigate the impact of COVID on FY21 revenue. Expenditures in the Strategic Initiatives Program Fund through February were \$16.4 million. Sales tax deposits into the Transportation Expansion and Congestion Mitigation Fund of \$13.6 million were ahead of the same time a year ago by approximately \$1.5 million. Expenditures in this fund were \$27.7 million year-to-date. The federal CARES Act provided \$27.3 million for public transportation. Expenditures totaled \$4 million year-to-date.

4) Monthly Reporting of Federal Formula Program Funding through March. Idaho received obligation authority of \$367.3 million through September 30 via an Appropriations Act signed in December. This corresponds to \$364.2 million with match after a reduction for prorated indirect costs. It includes \$425,527 of Highway Infrastructure General Funds carried over from last year in the Transportation Management Area, \$71 million COVID Relief, and \$17.1 million of FY21 Highway Infrastructure General Funds for bridges. An extension to the federal Fixing America's Surface Transportation (FAST) Act was signed in October 2020. Idaho received apportionments of \$403.4 million. Obligation authority is currently 91.1% of apportionments. Of the \$364.2 million allotted, \$174.1 million remains.

Adopt-A-Highway Presentation. Member Kempton thanked Kippes and Bergin Attorneys at Law for participating in the Adopt-A-Highway Program. The group has been picking up litter along a two-mile section of US-30 since 2016.

Monthly Report on Department Activities. Director Ness reported on several federal activities. The administration's infrastructure plan is an eight-year, \$2.3 trillion package with \$621 billion directed to transportation. The FAST Act was extended to September 30, 2021. Idaho's priorities for reauthorization are to maintain the highway program formula, increase funding for transportation, reduce rules and increase state flexibility, include a rural set aside with new non-formula programs, and exempt rural states from requirements for large metropolitan areas. President Biden is recommending a \$25.6 billion budget for the U.S. Department of Transportation in FY22, which is about a 14% increase or \$300 million more than the FY21 budget.

At the state level, Director Ness said the legislature is still considering a transportation revenue package that would allow bonding of approximately \$1.3 to \$1.6 billion. The annual Program Delivery Conference is being conducted in a hybrid method. Each District will host a session so employees from that District can attend in person and others can participate virtually.

He commended the team that developed the conference and believes the first three sessions have been successful.

Regarding the GARVEE Program, Chief Deputy Stokes said the I-84, Middleton Bridge replacement project in Nampa is nearing completion. Bids were opened on the next widening project, Franklin Road Interchange to Karcher Interchange, with the low bid coming in approximately 20% below the engineer's estimate. He recognized LHTAC Administrator Jeff Miles, who will be retiring later this month. Administrator Miles has been an excellent partner; although Chief Deputy Stokes is confident that Deputy Administrator Laila Kral, who was promoted to the Administrator position, will continue the excellent working relationship between the two agencies.

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

Legislative Report. Governmental Affairs Manager (GAM) Mollie McCarty summarized staff's commendable efforts to monitor legislation and respond to inquiries. The majority of topics relate to the Division of Motor Vehicles. The main transportation revenue proposal is awaiting action in the Senate. Some of the other legislation being monitored is the third party electronic vehicle credential program and increasing fees for sheriffs' offices to perform driver's license transactions.

Proposed Legislative Ideas – 2022 Legislative Session. GAM McCarty presented three legislative proposals for 2022, related to the driver license surrender requirement, Interagency Working Group membership changes, and the one-year commercial learner's permit. Ideas must be submitted to the Governor's Office in June.

Member Horsch questioned extending the commercial learners permit from 180 days to one year. Chairman Moad suggested having the Trucking Advisory Council review the proposal.

Chairman Moad thanked GAM McCarty for the presentations.

GARVEE Bond Series 2021 Sale Update. Controller Dave Tolman said the Department refinanced the callable portion of the Series 2011A balance of \$60.9 million. This action should result in savings of approximately \$15 million. There was a lot of interest in the new bonds for \$158.5 million. The weighted average is 3.2%. In response to a question by Chairman Moad, Controller Tolman said he believes the bonding market should be favorable through the year.

Chairman Moad thanked Controller Tolman for the update.

Public Transportation Relief Funding Update. Ron Duran, Public Transportation Manager (PTM), summarized the Federal Relief funds awarded to ITD for public transportation. The Coronavirus Response and Relief Supplemental Appropriations Act provided funding for the 5310 Enhanced Mobility of the Elderly and Disabled Program, with \$141,967 dedicated to Small Urban and \$81,468 to Rural. The American Rescue Plan provided \$558,985 to the 5311 Formula Grant for Rural Areas; \$91,091 for 5311(b)(3) Rural Transit Assistance Program; \$1,286,271 for 5311(f) Intercity; \$141,970 for 5310 Enhanced Mobility of the Elderly and

Disabled (Small Urban); and \$81,470 for 5310 Enhanced Mobility of the Elderly and Disabled (Rural) programs.

Chairman Moad thanked PTM Duran for the presentation.

Hoodoo Meadows Management. Jeff Marker, Aeronautics Administrator (AA), summarized last month's presentation on the Department's authority to open, close, or accept management of a state operated airfield. He has been working with partners on the potential acquisition of the Hoodoo Meadows airstrip, which is in the wilderness area west of Salmon. The Forest Service facility has not been operational since the 1980s and is in need of maintenance.

During the public comment period last month, 184 comments were submitted in support of the proposal and five opposed, according to AA Marker. Additionally, the Wilderness Watch non-profit organization generated over 1,000 email form letters opposing reestablishing this airfield. At its meeting on April 1, the Aeronautics Advisory Board (AAB) unanimously voted to recommend approval for ITD management of the Hoodoo Meadows airstrip. The written recommendation from the AAB in support of the Division of Aeronautics managing and maintaining the airstrip is required in Board Policy 4065 Acquisition and Closure of State Airports. The criteria to be considered is the cost, safety, emergency preparedness, public opinion, benefit/detriment, alternative plans, and proximity.

Member Hoff spoke in support of this proposal, noting Idaho's unique system of backcountry airstrips. He believes Hoodoo Meadows airstrip will provide a safe option in an emergency and additional access to the wilderness and backcountry. Member Hoff acknowledged the concerns, especially noise, but believes the benefits outweigh the detriments.

Member Kempton concurred with Member Hoff. He also believes it is a viable emergency strip for qualified pilots, but added that the elevation of 8,200 feet may be a challenge for some pilots.

Member Horsch expressed support for the state's management of the airstrip because it provides access to the wilderness. In response to Member Horsch's question, AA Marker said he believes the Hoodoo Meadows airstrip would be used by federal agencies to fight fires.

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

RES. NO. WHEREAS, the Idaho Department of Fish and Game, in coordination with the
ITB21-23 United States Forest Service, recommended the Idaho Division of Aeronautics
accept management of Hoodoo Meadows Airstrip in Lemhi County; and

WHEREAS, on May 7, 2020 the United States Forest Service issued an environmental categorical exclusion and authorized restoration of Hoodoo Meadows Airstrip into its original dimensions; and

WHEREAS, Title 21-106 of Idaho Code authorizes the Idaho Transportation Department to establish, operate, and maintain state-owned airports; and

WHEREAS, the Idaho Aeronautics Advisory Board at its April 1, 2021 meeting evaluated cost, safety, emergency preparedness, public opinion, benefit versus detriment, alternative plan and proximity to other airstrips of managing Hoodoo Meadows Airstrip; and

WHEREAS, the Idaho Transportation Department Office of Communication collected public input between March 15 and March 29, 2021 regarding the Department accepting management of and reestablishing functional conditions in coordination with the United States Forest Service at Hoodoo Meadows Airstrip; and

WHEREAS, the Idaho Aeronautics Advisory Board, having completed its evaluation, unanimously voted to recommend approval to the Idaho Transportation Board; and

WHEREAS, in accordance with Idaho Transportation Board Policy 4065 Acquisition and Closure of State Airports, the Aeronautics Advisory Board and Division of Aeronautics Administrator provided a written letter with their evaluation and associated approval recommendation to the Transportation Board, as shown as Exhibit #534, which is made a part hereof with like effect.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Division of Aeronautics to manage and maintain Hoodoo Meadows Airstrip and to perform the necessary maintenance to reestablish an airfield safe for aircraft operations.

Chairman Moad thanked AA Marker for his work on the Hoodoo Meadows airstrip.

Administrative Policy 5560 Personal Protective Equipment and ITD Issued Clothing. Employee Safety Manager (ESM) Randy Danner presented a new administrative policy, 5560 Personal Protective Equipment and ITD Issued Clothing. It addresses authorizing expenditures and requirements for employees to use personal protective equipment and ITD issued clothing. The Employee Safety Manual, which is referenced in the policy, provides specific details on the equipment and clothing.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB21-24 the Idaho Transportation Department; and

WHEREAS, the Department has no policy outlining authorization for expenditure and requirements for employees to use personal protective clothing and ITD issued clothing.

NOW THEREFORE BE IT RESOLVED, that the Board concurs with new Administrative Policy 5560 Personal Protective Equipment and ITD Issued Clothing.

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Chairman Moad thanked ESM Danner for his work on this policy.

Zero Fatalities Award. Highway Safety Manager (HSM) John Tomlinson reported that there have been 38 highway fatalities to date this year, compared to 34 at this time in 2020. Because traffic counts were significantly reduced last year due to COVID-19, he provided a comparison to the fatalities to date in 2019, which was 52. He also summarized a new tool on the website that provides extensive crash data. There are a number of filters, such as location, weather, speed limits, and contributing factors.

In response to Chairman Moad's question on whether this tool can provide information on commercial vehicles by weight classification, HSM Tomlinson responded in the negative. Member DeLorenzo asked if it may be feasible to include the weight classification in the future. HSM Tomlinson believes that may be possible. Member Horsch suggested reviewing the tool's speed limit data to help establish proper speed limits.

HSM Tomlinson recognized Camas County for recording zero highway fatalities in 2020, adding that this was the fourth year in a row that the County had zero fatalities. He congratulated the County sheriff and commissioners, Idaho State Police, and the Fairfield maintenance crew for their efforts and dedication to highway safety.

District 4 Engineer (DE) Jesse Barrus added his appreciation to the maintenance employees for their commendable service.

Engaged Driving Awareness Month. April is national Distracted Driving Awareness Month; however, Idaho observes Engaged Driving Awareness Month, according to HSM Tomlinson. He reported on activities to promote engaged driving, including two new personas for the Shift Campaign and providing information, tools, and posters to law enforcement agencies to help educate motorists on the hands-free law.

The Board commended HSM Tomlinson for his efforts and believes the Shift Campaign videos are impactful. Member DeLorenzo expressed support for additional education in schools, particularly on bicycling.

Chairman Moad thanked HSM Tomlinson for the presentations and congratulated Camas County and the maintenance crew for zero fatalities last year.

Board Policy 4048 Freight Advisory Committee Update. Freight Program Manager (FPM) Scott Luekenga presented revisions to Board Policy 4048 Freight Advisory Committee (FAC) and the corresponding Administrative Policy 5048. Major changes include updating the purpose of the FAC, revising the Committee's membership and ex-officio members, and designating the FPM as the liaison to the FAC.

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

RES. NO. WHEREAS, Idaho Code 40-307 authorizes the Idaho Transportation Board to
ITB21-25 establish internal structures deemed necessary for the administration of its duties.
Under this authority, the Board has created the Freight Advisory Committee

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(FAC) to advise and assist the Idaho Transportation Department on issues related to the movement of freight in, out, and through the state of Idaho; and

WHEREAS, the Board established a FAC to serve as a forum for freight stakeholders, the private sector, and government agencies to advise the Department on freight transportation needs, transportation policy, transportation projects, and project funding in developing a safe, efficient, and connected freight transportation system supporting the economic vitality of Idaho; and

WHEREAS, Department staff began the process of updating Board Policy 4048 Freight Advisory Committee in October of 2020.

NOW THEREFORE BE IT RESOLVED, that the Board has reviewed Administrative Policy 5048 Freight Advisory Committee and adopts the updated Board Policy 4048 Freight Advisory Committee.

Galloway Road Underpass Repair, District 3. DE 3 Caleb Lakey requested \$500,000 of FY21 Board Unallocated Funds to repair the I-84, Galloway Road underpass. A commercial vehicle hauling a piece of equipment struck the girders over the westbound lane in February. Four girders were damaged, but only one needs to be replaced.

Member DeLorenzo believes this is an emergency and an appropriate use of the Board Unallocated Account.

Member DeLorenzo moved to approve the following resolution, seconded by Member Horsch, and passed unanimously:

RES. NO. ITB21-26 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, Department staff has inspected the I-84, Galloway Road bridge and it is in need of significant girder repair; and

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

NOW THEREFORE BE IT RESOLVED, that project I-84, Galloway Underpass Repair be added to the ITIP at a cost of approximately \$500,000 using FY21 Board Unallocated Funds; and

BE IT FURTHER RESOLVED, that the Board approves the staff request to adjust the program and amend the approved FY21-27 Statewide Transportation Improvement Program accordingly.

Chairman Moad thanked DE 3 Lakey for the presentation.

US-20, Ashton to Targhee Pass, District 6. District 6 Engineering Manager (EM) Karen Hiatt said the US-20 corridor in District 6 is the primary route for access to Yellowstone National Park. It has a high seasonal traffic volume consisting of a mix of recreational traffic, trucks, and tourism. This has resulted in major safety concerns. To address the safety and mobility concerns and to modernize and update the roadway structure, EM Hiatt requested approval to add a Planning and Environmental Linkage Study to the Program. This study will determine alternatives and alignments, identify impacts, identify potential construction phasing of improvements, and include community outreach activities. The project, estimated to cost between \$3 and \$5 million, would be funded in three phases, starting in FY21.

Member Hoff expressed support for this project, noting the significant increase in traffic in the corridor.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB21-27 Department mission of safety, mobility, and economic opportunity; and

WHEREAS, Board Policy 4031 Early Development Program allows, upon request, the addition of projects into the Early Development Program of the Idaho Transportation Investment Program (ITIP); and

WHEREAS, US-20 serves as a primary corridor for access to Yellowstone National Park, one of the nation's most visited parks; and

WHEREAS, US-20 has a very high seasonal traffic volume with people visiting the park and surrounding area from other countries and nearby states; and

WHEREAS, this corridor has seen an increase in crashes due to an increase in volume and mix of recreation traffic, trucks, and tourism; and

WHEREAS, there is a need to address the safety and mobility concerns and to modernize and update the roadway structure; and

WHEREAS, the Department has recognized a need for extensive data collection, agency coordination, alternatives screening, environmental analysis, and public outreach effort through a Planning and Environmental Linkage (PEL) Study to narrow possible alternatives for this complex project; and

WHEREAS, having a completed PEL Study provides flexibility and reduces the schedule and timing risks associated with complex projects.

NOW THEREFORE BE IT RESOLVED, that the FY21–27 ITIP be amended to include the US-20, Ashton to Targhee Pass PEL Study in the Early Development Program at a cost of up to \$5 million, with funds being offset from \$1 million ST-COVID Mitigation Set-aside funds, FY22 \$3 million District 6 ITIP balance, and FY23 \$1 million District 6 ITIP balance.

Chairman Moad thanked EM Hiatt for the presentation.

SH-75 Spur Relinquishment, District 4. District 4 Design/Construction Engineer (D/CE) Walter Burnside requested approval to transfer the 3.6 mile SH-75 Spur to Blaine County. The route begins at the intersection with SH-75 in Ketchum and ends in Sun Valley; although the route continues as a Forest Service road. The secondary route is not a high priority for the District, and discussions have been underway for some time to relinquish it. Because the state cannot relinquish a route to a municipality with less than 5,000 population, staff has been negotiating with Blaine County, which is receptive to assuming jurisdiction. A public hearing was conducted with general support for the proposal. D/CE Burnside added that the Board Subcommittee on State Highway System Adjustments has reviewed the proposal and recommends relinquishing the route.

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

RES. NO. WHEREAS, State Highway 75 Spur exists entirely within Blaine County,
ITB21-28 beginning from mile point 0.00 at SH-75 main route to mile point 3.60, the end of
 the Spur; and

WHEREAS, Blaine County has agreed to assume control, jurisdiction of, and responsibility for, in full and every respect the former SH-75 Spur within county boundaries; and

WHEREAS, Blaine County has accepted a Road Relinquishment and Transfer of Ownership Agreement for SH-75 Spur in a public meeting and recorded the approved resolution to accept ownership on March 3, 2021.

NOW THEREFORE BE IT RESOLVED, that the SH-75 Spur in its entirety, be and hereby is removed from the State Highway System and relinquished to Blaine County effective this date, as shown in Exhibit #535, which is made a part hereof with like effect.

Member Horsch asked why the state wants to relinquish this route, as the Sun Valley area is nationally renowned. Because the Spur is a secondary route, D/CE Burnside believes the local highway jurisdictions will provide better maintenance than the state provides. He also believes the locals want to control the route, including access. Member Kempton added that Blaine County supports the transaction and will be able to address development better.

The motion passed unopposed.

SH-75 Spur Relinquishment Funding, District 4. D/CE Burnside requested the addition of the SH-75 Spur Relinquishment and Transfer project to the ITIP. As part of the agreement to transfer the SH-75 Spur to Blaine County, ITD agreed to provide \$4,180,000 for rehabilitating the road and maintenance. In anticipation of this, the local public agencies have been working to design, bid, and hopefully build a project this year. Using funds from COVID-19 mitigation set-asides would allow the expeditious transfer of the route and funds.

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

RES. NO. WHEREAS, the relinquishment and transfer of the SH-75 Spur from mile point ITB21-29 0.00 to mile point 3.60 has been approved by the Idaho Transportation Board; and

WHEREAS, Blaine County has accepted a Road Relinquishment and Transfer of Ownership Agreement; and

WHEREAS, the Idaho Transportation Department is prepared to incorporate this project into the approved Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that the SH-75 Spur Relinquishment and Transfer be added to the ITIP at a cost of \$4,180,000 using ST COVID Mitigation Set-aside Funds; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the staff to adjust the program and amend the approved FY21-27 Statewide Transportation Improvement Program accordingly.

Chairman Moad thanked D/CE Burnside for the presentations.

District 4 Annual Report. DE 4 Barrus reported on safety, including activities related to last year's COVID-19 pandemic and a five-state work zone workshop. Efforts are underway to acquire additional automated external defibrillators and to ensure employees are trained on the devices and have them readily available if needed, especially when working in remote areas.

DE 4 Barrus highlighted 2020 construction projects. Staff delivered 100% of its FY22 projects on time and kept the roads clear of ice and snow 83% of the time this past winter, which exceeded the goal of 73%. Regarding partnerships, the District and Idaho Association of General Contractors received awards for several projects, and the District is providing a park and ride lot for Mountain Rides as it establishes medical services between the Wood River Valley and Twin Falls.

Facility improvements and Americans with Disabilities Act upgrades are underway at the office in Shoshone; although a new facility is still being explored. The Division of Military signed a lease to construct a facility on ITD-owned land southwest of the I-84 and US-93 interchange. It is preparing the ground and will be running utilities to the site. In closing, DE 4 Barrus praised his staff for their efforts and accomplishments.

The Board commended DE 4 Barrus for the excellent report and for his leadership.

Executive Session on Legal and Personnel Issues. Vice Chair Vassar made a motion to meet in executive session at 12:37 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 (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 the acquisition of property and operations. The discussion on personnel matters related to the performance of an employee.

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

Administrative Settlement over \$200,000. Right of Way Manager Justin Pond said Board Policy 4005 Management of Department-owned Property requires Board approval for administrative settlements exceeding \$200,000. He requested an administrative settlement, which is an offer in excess of the approved just compensation used under certain circumstances to motivate amicable settlement with an owner and avoid recourse to legal proceedings, for the US-20/26, Chinden, I-84 to Middleton Road, key #22165 project in District 3.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way
ITB21-30 along US-20/26 for Project No. A022(165), key #22165; 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.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an administrative settlement in the amount of \$254,422.00.

Chairman Moad thanked Right of Way Manager Pond for the presentation.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 1:40 PM.

signed

BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
May 19, 2021
Lewiston, Idaho

April 22, 2021