

REGULAR MEETING AND DISTRICT FOUR TOUR AND OUTREACH WORKSHOP
OF THE IDAHO TRANSPORTATION BOARD

March 23 - 24, 2022

The Idaho Transportation Board met at 10:30 AM on Wednesday, March 23, 2022, at the Convention Center in Burley, Idaho. The following principals were present:

Bill Moad, Chairman
James R. Thompson, Member – District 1
Gary Osborn, Member – District 2
Julie DeLorenzo, Member – District 3
Jim Kempton, Member – District 4
Dwight Horsch, Vice Chair - District 5
Bob Hoff, Member – District 6
Brian Ness, Director
Scott Stokes, Chief Deputy
Dan McElhinney, Chief Operations Officer
Lorraine Dennis, Executive Assistant to the Board

District 4 Tour and Outreach Workshop. The Board toured the new westbound I-84 Port of Entry facility in Declo and drove through the Burley and Heyburn Interchanges.

Following the tour, the Board convened at the Burley Convention Center for the Idaho Transportation Investment Outreach Workshop. Chairman Moad and Member Kempton gave opening remarks. District 4 Engineer Jesse Barrus presented the Governor's Leading Idaho Initiative and major District 4 priority projects. Participants had time to review several project displays arranged around the room and interact with ITD staff and the Board. The Workshop concluded with comments from local transportation officials.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting recessed at 4:00 PM.

March 24, 2022

The Idaho Transportation Board convened at 8:30 AM on Thursday, March 24, 2022 in Burley, Idaho. All members were present. Lead Deputy Attorney General Tim Thomas was also in attendance.

Safety Share. Acting Design/Construction Engineer Capson presented safety information regarding driving for the conditions of the road and awareness. Drive Safe. Drive Aware.

Chairman Moad thanked Acting DCE Capson for the important message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on February 17, 2022, as submitted. Vice Chair Horsch seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates and locations are scheduled:
April 20 & 21, 2022 – Pocatello June 15 & 16 – Boise August 17 & 18 - CDA
May 18 & 19 – Rigby July 20 & 21 - Lewiston

Consent Items. Member DeLorenzo made a motion and seconded by Vice Chair Horsch to approve the consent calendar resolution and it passed unanimously.

The motion to approve the following resolution passed unopposed:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB22-17 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 State institution road improvement, to advance Slaughter House Bridge to FY22 and Eastside Drive Bridge to FY22 of the ITIP, JUB Engineers individual task agreement extension, Forsgren Associates individual task agreement extension, and consultant agreements.

1) State Institution Road Improvement. Per Board Policy 4045, staff requests approval for the Division of Public Works' recommended FY23 road improvement project. Funding is for a Department of Health and Welfare project to replace asphalt on the South West Idaho Treatment Center campus. The Permanent Building Fund Advisory Council's recommendation for FY23 Alterations & Repairs included \$200,000 for this project. The additional \$30,000 ITD funding will bring the total funding to \$230,000.

2) Advance Slaughter House Bridge and Eastside Drive Bridge to FY22 of the ITIP. On behalf of the project sponsor, staff request's approval to advance the Slaughter House Bridge in Benewah County from FY23 to FY22. The total project cost is \$3.1 million. They also request to advance the Eastside Drive Bridge in Valley County from FY25 to FY22. The total project cost is \$4.2 million. Both projects will be funded from the Off-system Bridge program.

3) JUB Engineers Individual Task Agreement Extension. Per Board Policy 4001, staff request's approval to exceed the consultant individual task agreement limit of \$500,000 for JUB Engineers on the US-93 South Road project. It allows them to continue to perform engineer of record services through the remainder of the construction project and is estimated at \$40,000 bringing the combined agreement amount to \$540,000.

4) Forsgren Associates Individual Task Agreement Extension. Per Board Policy 4001, staff request's approval to exceed the consultant individual task agreement limit for Forsgren Associates on the Bannock Street project. In April 2021, the Board approved to exceed the agreement limit to \$540,000 for this project. The removal of an old sewer line created the need for additional design services, which is estimated at \$50,000 for a total of \$590,000.

5) Request to Approve Consultant Agreement. In accordance with Board Policy 4001, staff request's approval to exceed the \$1 million agreement limit for key #22689 – I-15, US-20/26 Connector, Idaho Falls, for project development services of \$2.5 million and key #19916 – US-95, Labrosse Hill Street to Alderson Lane, Bonners Ferry, for construction, engineering and inspection and engineer of record services of \$1.9 million.

Informational Items.

1) Contract Awards and Advertisements. Key #21895, US-30, Nounan Road to Bennington, District 5. Low bidder: Western Construction - \$6,666,660.00

Key #20693, US-93, Marley Road to Jim Byrne Slough, District 4. Low bidder: Western Construction – \$4,496,052.33.

Key #20544, SH-31, overlay and guardrail upgrade, District 6. Low bidder: H-K Contractors – \$10,598,677.69.

Key #22792, I-90 Golconda Access Road IC westbound, District 1. Low bidder: N A Degerstrom Inc. – \$937,287.50.

Key #22697, I-86, FY22 pavement preservation, District 5. Low bidder: Geneva Rock Products - \$1,951,784.73.

Key #20266, SH-44, Intersection SH-16 to Linder Road, District 3. Low bidder: Staker & Parson Companies DBA Idaho Materials Construction - \$5,622,187.00.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From January 24, 2022 to March 4, 2022, 48 new professional services agreements and work tasks were processed, totaling \$13,919,330. Two supplemental agreements to existing professional services agreements were processed during this period in the amount of \$1,419,080.

3) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 8.8% as of January 31. Receipts from the Highway Distribution Account were \$12.7 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 42%, or \$727,000. The Department's expenditures were within planned budgets. Personnel costs had savings of \$2.6 million or 3.6% due to less vacancies and pay increases appropriated by the Legislature. Contract construction cash expenditures were \$263.9 million for July through January.

The balance of the long-term investments was \$173.1 million at the end of January. These funds are obligated against construction projects and encumbrances. The cash balance was \$114.9 million. Expenditures in the Strategic Initiatives Program Fund through the end of January were \$0.9 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$9.8 million is the seventh month of revenues exceeding forecast. Funds are from the 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this

fund were \$13.1 million year-to-date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$2.5 million year-to-date.

4) Monthly Reporting of Federal Formula Program Funding through March 2. Idaho received obligation authority of \$194.7 million through February 18, 2022 via a Continuing Appropriations Act signed on December 2, 2021. It includes \$2.0 million of Highway Infrastructure General Funds carried over from last year in the local urban and off-system bridge programs, \$45 million of Infrastructure Investment and Jobs Act (IIJA) Bridge Formula funds, and \$39 million COVID Relief funds carried over from last year in the Transportation Management Area, Local Urban and SHS Programs. The IIJA was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho will receive apportionments of \$468.3 million. Currently, obligation authority is 41.6% of apportionments. As of March 2, 2022, \$209.6 million was allocated with \$115.5 million remaining program funding as of March 2, 2022.

Monthly Report on Activities. Director Ness announced his Management Assistant Beth Schiller, is retiring this month and thanked her for all she has done.

In continuation of a three-part series, Director Ness reported his remarks would focus on the “now” and how the Board can help ITD sustain success. Next month he will share thoughts on the future. The approach is based on five focal points. Highlights include: developing a strategic plan that includes a vision of being the best transportation department in the country, empowering employee work teams to collaborate on how best to do their job, employee driven innovations resulting in more than \$40 million and 550,000 hours in savings, providing better customer service at a lower cost and with fewer employees, such as the DMV modernization, conducting employee culture surveys, gaining credibility resulting in increased revenues, and effective project delivery. In order to sustain this success, Director Ness asked for the Board’s support for incoming Director Stokes, and the employees, in continuing to reduce bureaucracy, improving ITD’s culture, and transforming into an agency focused on customer needs.

Chief Deputy Stokes reported the legislature unanimously passed the department’s appropriation bill and thanked staff for the hard work and efforts. He reported the department has submitted its Change in Employee Compensation Plan to the Division of Human Resources for early implementation and is awaiting approval. He highlighted the Governor’s investment FY22 Supplemental, which includes \$200 million for local bridges, and FY23 appropriation that includes \$200 ongoing funding for road and bridge maintenance (\$120 million – State and \$80 million – Locals). He stated the revenue is not a growth in the agency but a pass through to projects that directly benefit communities and citizens. CD Stokes reported on preparation efforts for the State Transportation Improvement Program update adds approximately \$180 million per year - not including the bonding program, and on ITD’s external outreach efforts.

Chief Operations Officer McElhinney elaborated on the department’s public outreach and partnering efforts. Highlights include meetings with Eagle Banbury group regarding a sound wall, St. Anthony Interchange project, Work Zone Safety Task Force’s efforts to improve best practices, SH-75 Ohio Gulch request for a traffic signal, \$200 million investment in local bridges, the ADA transition plan, 2021 legislative outreach, SH-55 stakeholder meetings, US-20

Ashton to Montana state line, Burley and Heyburn Interchanges, variable speed zones on I-84, third bridge crossing in District 4, and the Arrow and Spalding bridge projects. He emphasized the importance of customer service, safety and project delivery.

Chairman Moad thanked staff for their report.

District Engineer Report. District 4 Engineer Jesse Barrus gave his annual report focusing on ITD's strategic goals on safety, mobility, employee experience, and innovation. He reported on snowplow strikes this winter and shared a story about how Bliss Shed staff helped a co-work's family with a medical emergency. Other highlights include the completion of the Snake River crossing origin and destination study, various 2021 construction projects, such as, Hailey Main Street, and FY22 projects delivered – eight projected will be delivered by May, and another three ready for advertisement by July. He also reported on repairs made at the District 4 office and building challenges, the Carey shed expansion project, and gave an update on the 3-day Program Delivery conference. DE4 Barrus concluded by stating they had 10 innovations in 2021 and won two ITD Best of the Best awards.

Adopt-A-Highway Presentation. Member Kempton presented the award to the Wood River Men's Group from Wood River Valley. They have been removing debris from SH-75 from milepost 110.8 to 112.8 since November 2009. ITD staff accepted the award on their behalf.

Status of FY23 Appropriation Request – Joint Finance Appropriation Committee Recommendations. Financial Manager Chris Bray reported on ITD's FY22 Supplemental totaling \$252 million. As of March 16, JFAC proposed an additional \$100 million for the TECM program bring the grand total to \$352.9 million. FY23 Enhancements total \$233.4 million, which includes \$100 million for TECM and an additional \$3 million for Change in Employee Compensation. As of March 2022, actual receipts (\$490.1 million) in comparison to the forecast allotments (\$450.9 million) is a positive \$39.2 million variance. With an adjusted base of \$647 million, plus \$704.9 million in line items, the total appropriation for FY23 is \$1.35 billion. Adding debt service of \$80.5 million brings the total program to \$1.43 billion.

Chairman Moad acknowledged there was sound issues with FM Bray's remote presentation. The PowerPoint slides will be shared with the Board members.

Headquarter Data Center Update. Chief Information Officer Mark McKinney provided a background on the Headquarter data center and assessments to date. The three options for consideration are remain at State Street Headquarters location using a colocation secondary data center, colocate the primary data center and use Chinden Campus building as a backup site, or construct a new building, which would be a backup data center to the second option and require a colocation. Next steps require ordering equipment and software, contracting staff resources, and selecting a local data center colocation firm.

Chairman Moad thanked CIO McKinney for the update.

2022 ITD Omnibus Temporary Rulemaking Notice. Governmental Affairs Project Manager Ramon Hobdey-Sanchez reported on the Department's eight fee administrative rules,

which are pending legislative approval. Since 2019, it is the first time staff was able to present them to the legislature. There is one new fee rule for small wireless facilities. This approval is conditional and will only become effective if the rules are not reauthorized by the legislature.

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

Res. No. WHEREAS, the Idaho Transportation Department's 8 fee rules are
ITB22-18 currently pending, awaiting approval by the 2nd Regular Session of the 66th
Idaho Legislature; and

WHEREAS, final legislative action to adopt the Department's pending rules has not yet occurred; and

WHEREAS, pursuant to Section 67-5226, Idaho Code, the Governor has found that temporary adoption of these rules is appropriate to protect the public health, safety and welfare of the citizens of Idaho and confer a benefit on its citizens; and

WHEREAS, these rules implement the duly enacted laws of the State of Idaho, provide citizens with the detailed rules and standards for complying with those laws and assist in the orderly execution and enforcement of those laws; and

WHEREAS, the expiration of these rules without due consideration and processes would undermine the public health, safety and welfare of the citizens of Idaho and deprive them of the benefit intended by these rules; and

WHEREAS, the Governor has also found that the fees or charges being imposed or increased are justified and necessary to avoid immediate danger to the Department's budget, to the state budget, to necessary state functions and services, and to avoid immediate danger of a potential violation of Idaho's constitutional requirement that it balance its budget; and

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board is adopting these temporary fee rules to be effective upon sine die of the 2022 session of the Idaho Legislature. This approval and action is conditional and will only become effective if the rules are not otherwise approved or rejected in part by the Legislature.

Chairman Moad thanked GAPM Hobdey-Sanchez for the update.

Request to Increase Consultant Services Agreement on Transportation Expansion & Congestion Mitigation Projects. Transportation Program Manager Amy Schroeder reported on the request to exceed the \$1 million threshold for consultant services agreements per Board Policy 4001 for two TECM-funded projects. The Board approved funding for the initial phases of work on various TECM projects last summer. The request is for \$5 million for two bridges, US-95 Spalding Bridge and US-12 Arrow Bridge, and \$4 million for SH-75 Timmerman

Junction to Timber Way. She also reported they anticipate having eight more contracts next month.

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

RES. NO. WHEREAS, the Idaho Transportation Board approved multiple TECM projects to
ITB22-19 be added to the Idaho Transportation Investment Program (ITIP) in May 2021 in order to advance their development and readiness; and

WHEREAS, the Board previously approved exceeding the threshold in Board Policy 4001 for initial phases of work in July 2021, which allowed field work to begin and significant progress on those tasks has been made; and

WHEREAS, the next phase of work has been negotiated and is needed to continue to move the following projects through the development phase; and

WHEREAS, Board Policy 4001 requires Board approval to exceed \$1 million on professional services agreements.

NOW THEREFORE BE IT RESOLVED, that the Board approves an additional \$2 million for the supplemental agreement for the next phase of work on the Spalding and Arrow Bridges (KN 23333 & 23334), which increases the total approval up to \$5 million for this project; and

NOW THEREFORE BE IT FURTHER RESOLVED, that the Board approves an additional \$1 million for the supplemental agreement for the next phase of work on the SH-75, Timmerman to Timber Way project (KN 23342), which increases the total approval up to \$4 million for this project.

Public Transportation FY23 - FY25 Funding Recommendations. Public Transportation Manager Ron Duran reviewed Public Transportation's funding application timeline. The application process began in September. Applications are evaluated based on eight criteria. Total available funding for the two-year period, October 1, 2022 – September 30, 2024, is \$22,147,248. Funding recommendations for the following programs are 5310 Elderly and Individuals with Disabilities, \$868,072; 5311 Rural Formula, \$13,655,176; 5339 Bus and Bus Facilities, \$3,866,989; and Vehicle Investment Program (VIP), \$287,003. All of the 5339 programs were fully funded and has a remaining program balance.

In regards to the VIP, PTM Duran explained this is the first time the Public Transportation Advisory Council concurred with the funding recommendations with comments, and there was also one non-concurrence. The comment given is for a project in District 4, Filer Senior Haven regarding inadequate funding. PTAC instructed them to work with PT office. The non-concurrence was based on an incomplete application. The project is still recommended for funding because the funding is based on reimbursement and is considered a low risk. Also, staff plans to revise the minimum required score for next year's applications.

In response to Member DeLorenzo's question regarding if PTAC can recommend higher funding amounts for projects, PTM Duran stated they cannot because of policy compliance requirements.

In response to Member Kempton's question regarding how PTAC's voting works and if additional funds can be added, PTM Duran responded, ultimately the Board has approval for these requests. Members can concur, concur with comment or not concur with staff's recommendations. Only one PTAC member did not concur for a VIP project. In regards to additional funding, after the one-time funding cycle, there is an opportunity later to use the unallocated funds.

Vice Chair Horsch made a motion, seconded by Member DeLorenzo, and passed unopposed by roll call vote, to approve the following resolution:

RES. NO. ITB22-20 WHEREAS, the Public Transportation Office is charged with soliciting, reviewing, and programming public transportation projects in the rural areas of Idaho; and

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

WHEREAS, the funding sources include three Federal Transit Administration grants, the 5310 Elderly and Persons with Disabilities Program, 5311 Rural Formula Program, and 5339 Bus and Bus Facilities Program, and one State grant Vehicle Investment Program; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed projects.

NOW THEREFORE BE IT RESOLVED, that the Board acknowledges the projects proposed as submitted, and approves the rural funding amount of \$22,147,248 for submittal to the Federal Transit Administration for final approval; and

BE IT FURTHER RESOLVED, that these projects are submitted for inclusion in the FY22 - 28 Statewide Transportation Investment Program and programmed in FY22.

Board Unallocated Funds, Luminaire Repair, District 4. Chief Operations Officer McElhinney lead by stating these next four requests are a result of listening to local officials and the community and being flexible. If all the projects are funded, that leaves about \$2 million available in FY22 Board Unallocated Funding. Staff anticipates bring two more requests to the Board next month.

Traffic Engineer Bryan Burbank reported the project is to advance a luminaire repair from FY23 to FY22 to construct this summer. The project will repair and upgrade the highway

lighting for the US-93/30 Interchange area and the US-93 and 2400 East Road flyover Interchange. During an inspection, a rodent infestation was found that destroyed the conduit and wiring systems. Many of the components of the luminaires will need to be completely rewired and replaced to get the lighting back into working order. Funding request is for \$1.5 million.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB22-21 mobility, and economic opportunity.

WHEREAS, it is in the public interest for ITD to construct District 4 Luminaire Repair; and

WHEREAS, ITD is prepared to advance this project in the approved ITIP.

NOW THEREFORE BE IT RESOLVED that the District 4 Luminaire Repair be advanced in the ITIP to FY 2022 at a cost of approximately \$1.5 million using FY 2022 ITD Board Unallocated Funds;

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves staff to adjust the program and amend the approved FY 2022 – FY 2028 Statewide Transportation Investment Program accordingly.

Board Unallocated Funds, US-95, Seal Coat, Boundary County. District Engineer Damon Allen reported the request is to add the US-95 seal coat and guardrail project between mile post 526 to 536 to the FY22 ITIP, pavement preservation program. The Hall Mountain Fire Department submitted a written request to the department asking to fund a surface friction project due to several serious accidents including a recent rollover and a fatal crash. The project will help reduce winter related crashes. Funding request is for \$940,000.

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

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds
ITB22-22 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 seven-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 US-95, MP 526 to MP 536 Seal Coat, Boundary County will be added to FY22 of the FY22-28 ITIP in the State Unallocated at a total project cost of \$940,000; and

BE IT FURTHER RESOLVED, that funding for the design engineering be added to FY22 of the FY22-28 ITIP and that funds will come from the FY22 Board Unallocated Fund; and

BE IT FURTHER RESOLVED, that the Board authorizes staff to amend the FY22-28 Statewide Transportation Investment Program accordingly.

Board Unallocated Funds, US-91, Seal Coat, City of Preston. Engineer Manager Eric Staats reported the request is to add the US-91 City of Preston seal coat to the FY22 ITIP. In 2017, the City of Preston and the Department agreed to implement a road diet on US-91 and SH-36 for a 3-year pilot, the implementation took place in 2018. At the request of the community and businesses, the project will return US-91 lane striping configuration, from the three lanes back to the original four lanes configuration prior to the pilot. The project will seal coat the roadway, covering the existing markings, and restripe the lanes, with two through lanes each way, this spring. Funding request is for \$700,000.

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

RES. NO. ITB22-23 WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the interest for ITD to work the City of Preston to meet the needs of the community; and

WHEREAS, ITD staff was identified an options for the City of Preston seal coat; and

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

NOW THEREFORE BE IT RESOLVED that the US-91, City of Preston seal coat be added to the ITIP at a cost of approximately \$700,000 using FY 2022 ITD Board Unallocated Funds; and

BE IT FUTHER RESOLVED, that the Idaho Transportation Board approves the staff to adjust the program and amend the approved FY 2022- 2028 Statewide Transportation Investment Program accordingly.

Board Unallocated Funds, US-95, Rock Fall Mitigation, Idaho County. District 2 Engineer Doral Hoff reported the request is to add the US-95 rock fall mitigation at milepost 195.3 and 196.5 in Idaho County to the FY22 ITIP. The proposed work for MP 195.3 involves rock stabilization by rock bolting a 2,500 square feet area. The proposed work at MP 196.5 will

rock-bolt the slabs and large rock blocks that are less likely to slide. Smaller unstable rocks will be hand-scaled from the slope. Rock fencing is not anticipated. Funding request is for \$1.5 million.

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

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds
ITB22-24 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 seven-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 US-95, Rock Fall Mitigation, MP 195.3 and 196.5, Idaho County will be added to FY22 of the FY22-28 ITIP in the State Unallocated at a total project cost of \$1,500,000; and

BE IT FURTHER RESOLVED, that funding for the design engineering be added to FY22 of the FY22-28 ITIP and that funds will come from the FY22 Board Unallocated Fund; and

BE IT FURTHER RESOLVED, that the Board authorizes staff to amend the FY22-28 Statewide Transportation Investment Program accordingly.

McMillen Jacobs Individual Task Agreement Extension, SH-55. Chief Operations Officer McElhinney reported on the SH-55 Smith's Ferry to Round Valley project, which experienced three different rockslides. They have brought in McMillen Jacobs Associates who are national experts on rock slope stability and geotechnical engineering to reanalyze and perform an enhanced assessment. Because of changing conditions and decomposed granite found in the bedrock, flatter slopes of 45-degrees, are being designed to decrease future slides. Field-testing is currently being performed on each slope with the anticipated recommendations forthcoming in April. This month through August, the contractor will continue construction and implementing supplemental retaining systems; such as, flatter slopes, rock dowels, rock bolts, and steel mesh as needed. In May, the Board will be updated on final geotechnical engineering recommendations, progress, and costs. The project is scheduled to be completed by November 2022.

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

RES. NO. ITB22-25 WHEREAS, the SH-55 Smith's Ferry to Round Valley project (KN1004) is under construction and;

WHEREAS, additional geotechnical expertise is proposed by District 3 to independently review the project and the actual field conditions and provide related consulting and;

WHEREAS, McMillen Jacobs has already provided geotechnical consultant help on this project and is familiar with the plans, work site and constraints.

NOW, THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves the request for McMillen Jacobs to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list, up to \$1,590,968.00.

Shift website And Engaged Driving Awareness Month. Highway Safety Manager John Tomlinson announced its launch of the upgraded Shift Idaho website (www.shift-idaho.org) and provided a demonstration. The website now houses program information, such as, motorcycle awareness, teen driver safety and aggressive driving. It also provides statistics, road-trip Idaho, links to social media and 511 road conditions, and specific marketing material for Idaho. On behalf of Idaho State Police, HSM Tomlinson also reported on two PSA campaigns – one on distracted driving and the other on seat belts. Both promote safe driving behaviors and support April's Distracted Driving Awareness Month campaign in the region.

Chairman Moad thanked HSM Tomlinson for his presentation.

Legislative Update. Chief External Affairs Officer Mollie McCarty stated the legislature is wrapping up its final week with intent to Sine Die. She reported SB1359, FY22 Supplemental funding, was signed into law last week and HB772, agency budget, passed the House and Senate. She commented the passage of the department's capital facilities line item for \$19 million was a tremendous win for managing ITD facilities. HB787, an additional \$100 million, was an effort from the Joint Finance Appropriation Committee to minimize the amount needed for bonding. The department is expected to initiate bond issuance this month. The bill will not impede on the Board's ability to choose projects or bonding capacity. The Governor signed all three of the department's legislative proposals. Concerns with HB640, broadband, were addressed in the House. The bill was amended in the Senate to expand the definition of a broadband provider. It passed the Senate, with the House's concurrence, and is expected to be signed by the Governor. She also reported on a variety of House and Senate bills the department was tracking.

CEAO McCarty thanked the Governmental Affairs' team for all their hard work and efforts, and staff who took on additional tasks during the legislative session. She also announced the new Governmental Affairs Manager, Colby Cameron, who introduced himself to the Board.

Chairman Moad thanked CEO McCarty for the report.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 11:57 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Hoff seconded the motion and it passed unanimously by roll call vote.

The discussion on legal matters related to highway and department operations.

The Board came out of executive session at 1:22 PM.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN 20575 – Hauser Lake Road to N Bruss Road, Kootenai County for an amount of \$414,922.

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

RES. NO. ITB22-26 WHEREAS, the Idaho Transportation Department is acquiring right-of-way along SH-53, Hauser Lake Rd. to N. Bruss Rd., Kootenai Co. for Project No. A020(575); and

WHEREAS, the Idaho Transportation 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 Idaho Transportation Department to fairly compensate the property owner.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approve an Administrative Settlement in the amount of \$414,922.00.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN 22196 – I-84, Franklin IC to Karcher IC, Canyon County.

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

RES. NO. ITB22-27 WHEREAS, the Idaho Transportation Department is acquiring right-of-way along I-84, Franklin IC to Karcher IC, Canyon County, for Project No. A022(196); and

WHEREAS, the Idaho Transportation 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 Idaho Transportation Department to fairly compensate the property owner.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approve an Administrative Settlement in the amount of \$251,344.74.

State Street Headquarter building update. Chief Deputy Scott Stokes reported on the status of the clean-up, temporary relocation and long-term location decisions. Damage and cost assessment of \$1.6 million are still early estimates. Staff began recovering personal property as of March 15. Currently, there are about 30 people at the Chinden Campus Building 8, first floor. Additional temporary space has been secured on the 3rd floor coming available April 1. A team of senior leaders is developing a space plan for about 280 people. There will still be some people working from home. He also reported on success factors to relocating, such as, retaining sale of proceeds, continuous customer service, employee contentment, decisions in the best interest of taxpayers, and timely decisions. Staff will continue to relocate into temporary space, recover items, document resources and options and refine insurance estimates.

In response to Member DeLorenzo’s question about how the Board can help, CD Stokes stated the success factors are key. It would be helpful to identify and document them to ensure they are part of the decision making process.

Chairman Moad thanked CD Stokes for the update.

ITD’s FY23 Change in Employee Compensation Plan. Financial Officer Justin Collins reported on the department’s Compensation Policy. He reviewed the Plan’s three components.

Component 1: 3% Salary Increase. For FY23, the legislature has approved an upward adjustment of the pay schedules by 3% and an ongoing 3% salary increase for permanent positions, regardless of probation status. All employee pay rates that fall below 80% of the midpoint of the FY23 pay schedule will move to ITD’s 80% minimum rate of pay, effective June 12, 2022.

Component 2: Performance-Based (Merit) Pay Increases. Permanent employees with a performance evaluation on file of an “Achieves” or better performance rating will be eligible for an increase based on their performance rating and compa-ratio.

Component 3: Consideration for Classifications with High Turnover and Retention Challenges. ITD recognizes that certain classifications continue to be difficult to recruit and retain. Lower-earnings, under \$20 per hour, will be eligible for an additional increase, and the Horizontal Career Path will be aligned with the 3% increase for each level.

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

RES. NO. WHEREAS, the Idaho Transportation Department’s FY23 CEC plan has been
ITB22-28 developed in accordance with ITD’s compensation policy, Legislature, Division
 of Human Resources, Division of Financial Management; and

WHEREAS, Department staff presented the components of the plan for the proposed CEC plan, including eligibility requirements, to the Idaho Transportation Board at its March 24, 2022 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Department’s FY23 CEC Plan to be implemented early, with the basic

components as follows:

- For FY23, the legislature has approved an upward adjustment of the pay schedules by 3% and an ongoing 3% salary increase for permanent positions, regardless of probation status;
- Permanent employees with a performance evaluation on file (within the last 12 months) of an “Achieves” or better performance rating will be eligible for an increase based on their performance rating and compa-ratio;
- ITD recognizes that certain classifications continue to be difficult to recruit and retain. Therefore, ITD will address agency-specific issues in the CEC plan; and

BE IT FURTHER RESOLVED, that the Board approves the Department to implement the CEC plan early, funded with salary savings.

WHEREUPON, the Idaho Transportation Board’s regular monthly meeting adjourned at 1:45 PM.

Read and Approved
April 21, 2022
Boise, Idaho

Signed
WILLIAM H. MOAD, Chairman
Idaho Transportation Board