

DISTRICT THREE OUTREACH WORKSHOP, BUDGET WORKSHOP AND REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

June 15 - 16, 2022

The Idaho Transportation Board met at 1:30 PM on Wednesday, June 15, 2022, at the Nampa Civic Center in Nampa, Idaho. The following principals were present:

Bill Moad, Chairman

James R. Thompson, Member – District 1

Julie DeLorenzo, Member – District 3

Jim Kempton, Member – District 4

Dwight Horsch, Vice Chairman - District 5

Bob Hoff, Member – District 6

Scott Stokes, Director Stokes

Dan McElhinney, Chief Deputy/Chief Operations Officer

Tim Thomas, Lead Deputy Attorney General

Lorraine Dennis, Executive Assistant to the Board

District 3 Outreach Workshop. The Board convened at the Nampa Civic Center for the Idaho Transportation Investment Program Outreach Workshop. Chairman Moad and Member DeLorenzo gave opening remarks and introductions, along with Director Stokes. CD/COO Dan McElhinney presented an update on new funding from the Governor's Leading Idaho Initiative and the Federal Investment and Infrastructure Jobs Act (IIJA) for local and state infrastructure, and District 3 Engineer Caleb Lakey talked about partnering successes and major priority projects. Participants had time to review several ITIP and 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 3:30 PM.

June 16, 2022

The Idaho Transportation Board convened at 8:00 AM on Thursday, June 16, 2022 in Garden City, Idaho. All members were present and District 2 Member Gary Osborn participated remotely.

Workshop: Introduction. Chief Administrative Officer Dave Tolman provided opening remarks. Financial Planning and Analysis Manager Collins gave an overview of risk factors staff is managing for the FY24 budget compilation. Some highlights include addressing inflation where fuel costs are up \$1.87 per gallon in 10 months and heavy equipment costs are up by an average of 25%. Investment are being made in capital facilities to move the Shoshone District 4 office, and to relocate the Headquarters office to the Chinden Campus. Staff is aggressively funding the Transportation Expansion and Congestion Mitigation Early Development Program that allows for flexibility in selecting the most advantageous project funding sources.

June 15 – 16, 2022

Trends and State Revenue. Economic and Research Manager Thompson presented potential impacts to revenue for ITD's draft FY24 appropriation request (FY23 – 24 select highlights and assumptions). Some highlights include a moderate to high risk of recession and inflationary pressures. Various legislative actions have been taken, such as H0787 – general fund transfers of \$100 million to TECM and approved bonding up to \$325 million, and S1359, General Fund transfer of \$252,000 to dedicated funds. Based on the August 2021 forecast, projections for FY24 funding was \$472.4 million – up \$5.8 million from FY23. With the updated forecast through FY22 3rd quarter, projections increased for FY23 to \$690.7 million and FY24 \$595.4 million. Changes to the forecast are based on transfers to the Strategic Initiative Program and TECM, and growth in the forecast of highway user revenue. ERM Thompson concluded with summarizing the year-to-date revenue.

Recap FY23 Request and Supplemental. Financial Manager Chris Bray recapped the FY23 budget request. The major items reported, the total appropriation of \$1.35 billion, a 3% pay line shift and \$1.25 based on merit, all line items were approved, \$19 million of capital facilities adjustments, and funding for TECM and the Governor's Leading Idaho plan. ITD intends to submit two supplementals to cover inflationary costs – one for jet fuel and the other for highway operations. Total travel costs planned for FY23 is \$1.6 million.

Draft FY24 Budget Request. Financial Manager Chris Bray reported on the FY24 budget request. Some highlights included the budget timeline – staff will seek Board approval in August. The change from the FY23 appropriation to FY24 request and the principal reasons, such as, funds available for appropriation from FY23 to FY24 decreased \$271.5 million. The change is due to increases in program funding in FY23, a transfer to pay down GARVEE, and an unanticipated TECM bond payment offset of \$100 million in FY23. Total replacement items are \$38.9 million and total line item costs are just under \$280 million. FM Bray noted there are two line items in the Administration Division that will be reduced to reflect annual costs versus the total cost over three years – total estimated reduction is about \$312,000. The total FY24 total program funding appropriation request is \$1.144 billion.

Chairman Moad requested staff to revisit the travel budget to include more funding for education and safety meetings plus pilot and drone trainings if needed.

In regards to Member Kempton's question earlier about how the department addresses inflationary impacts in the construction program, CAO Tolman provided additional information stating \$25 million is set aside for inflation and down turns in the economy.

Draft FY23-29 Idaho Transportation Investment Program (ITIP). Senior Transportation Planner Wonacott provided an overview of the draft FY23-29 ITIP and the timeline for its development. In July, the draft is available for public review and comment and is submitted to the Board in September for approval. The total program for FY23-26 is \$963.7 million. Based on highway funding that includes about 38% state and 62% federal funds, funding estimates for FY23 is \$919 million and then levels out to \$774-\$786 million range through FY29. Funding includes \$120 million per year for the new Leading Idaho program of which \$100 million will be directed to TECM corridor projects adding \$700 million to the ITIP. With anticipated federal formula funds, that brings the total TECM funding to \$1 billion for FY23-29 program. STP

Wonacott outlined the new federal programs included in the Infrastructure Investment and Jobs Act (IIJA), which includes \$6.4 million annually for the National Electric Vehicle Infrastructure Program (NEVI).

In response to Member Hoff's question regarding charging stations for electric vehicle projects, STP Wonacott stated public outreach is being conducted to receive input on desired locations. Projects consideration will take place in 2023.

Public Outreach. Senior Public Information Officer Spence presented the public outreach efforts taken in July for the draft ITIP process and the timeline to incorporate them into the draft ITIP. Some of the outreach highlights include display ads in local papers, press releases, social media channels and various campaigns. She also shared a video developed by ITD staff that explains the public outreach process.

In response to Member Kempton's question regarding how input from transportation committees are incorporated with public comments, PIO Spence stated they work with their district planners and engineers, but ITD can consider creating a separate mail address too.

In response to Chairman Moad's question about outreach efforts throughout the year and for rural areas, CEO McCarty replied the Office of Communication is exploring options to improve services.

Director Stokes stated this has been an evolutionary process and an opportunity to modernize the transportation system. He acknowledged the importance of outreach to stakeholders and listening to customers to find solutions.

Chairman Moad thanked staff for the presentations. The Board recessed at 9:40 a.m. and reconvened at 11:15 a.m.

Safety Share. Safety and Compliance Officer Larsen presented safety information regarding the importance of wearing hearing protection, examples of noise levels, and shared safety innovation hearing devices for two-way communication.

Chairman Moad thanked SCO Larsen for the important message.

Board Minutes. Vice Chair Horsch made a motion to approve the minutes of the regular Board meeting held on May 18 - 19, 2022, as submitted. Member Hoff seconded the motion and it passed unanimously by roll call vote.

Board Meeting Dates. The following meeting dates are scheduled:

| | |
|-----------------------------|------------------------|
| July 20-21, Lewiston | September 21-22, Boise |
| August 17-18, Coeur d'Alene | October 19-20, Boise |

Consent Items. Member DeLorenzo made a motion and seconded by Member Kempton to approve the consent calendar resolution and it passed unanimously by roll call vote.

The motion to approve the following resolution passed unopposed:
RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB22-38 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 additional COMPASS transit project to FY22-28 ITIP, adjusting KMPO's transit projects in the FY22-28 ITIP, the GARVEE Program Annual Legislative Report, the delay and adjustment to the Local Safety Program in the FY22-28 ITIP, the delay and adjustments to the Local Rural Program in the FY22-28 ITIP, modifying the Rail Crossing Program in the FY22-28 ITIP, adding the FY23 Buhl School Sidewalk project, Phase 2, to the FY22-28 ITIP, the update of the Safety Rest Areas and Oasis Partnerships, the State Highway System Functional Classification map, the consultant agreements and contract rejection.

1) Additional COMPASS transit project to FY22-28 ITIP. Staff seeks approval to add one transit project to the FY22 at the request of COMPASS and the sponsor Valley Regional Transit. The project is to replace three compressed natural gas 25-foot cutaway buses with three 35-foot electric buses in the Boise Urbanized Area. The cost of the project is \$2,400,000, the federal portion of \$1,920,000, is from the FTA and the local match of \$480,000 will be paid by Valley Regional Transit.

2) Adjust Kootenai Metropolitan Planning Organizations' transit projects in the FY22-28 ITIP. Staff seeks approval to adjust two transit projects to FY22 at the request of the KMPO and the sponsor Kootenai County. The Coeur d'Alene Capital Equipment, KN 23411, project is to provide transportation support vehicles, and bus support equipment. The adjustment is to reduce FY22 CN by \$500,000. The CDA Riverstone Transit Center, Phase 2, KN 22869, project is to complete construction of the transit center. The adjustment is to increase FY22 CN by \$500,000.

3) GARVEE Program Annual Legislative Report. In 2017, Senate Bill 1206 authorized an additional \$300 million GARVEE bonds. The legislation requires the Board submit an annual report by June 30 of each year. The report describes the planned highway projects and projects under construction that are being financed with GARVEE bonds. The annual report summarizes the amounts allocated to various GARVEE-approved corridors, summarizes the bond amounts, and graphically shows the location of projects included in this funding authorization. Staff requests approval of the 2022 GARVEE Transportation Program Annual Report.

4) Delay and adjustments to the Local Safety Program in the FY22-28 ITIP. Staff requests approval to make several project adjustments in the Local Highway Safety Improvement Program at the request of the Local Highway Technical Assistance Council and the City of Moscow. The projects affected are KN22402, 22005, 22405, 22878, 23285, 23293, and 23300.

5) Delay and adjustments to the Local Rural Program in the FY22-28 ITIP. Staff requests approval to delay Peckham Road, STC-3798, Golden Gate HD from FY22 to FY23 in the STP-Local Rural Program at the request of the Local Highway Technical Assistance Council and the project sponsor Golden Gate Highway District. The project cost is \$3.6 million. Due to delays in obtaining the railroad permit from the Union Pacific Railroad, the project will not be ready for advertisement in FY22. The FY22 funding will be transferred to other projects.

6) Modify the Rail Crossing Program in the FY22-28 ITIP. Staff requests approval to adjust the Rail Crossing Program. District 5 requests removal of Key 23394, Michaud Cr Rd RRX, west of American Falls, and an increase to KN 23393 with a slight name modification to Quigley Rd RRX, near American Falls. District 6 requests delay of Key 23391, E Anderson/Holmes (US20) RRX, Idaho Falls, from Program year 2022 to 2023, and an increase to KN 23392 with a minor name modification to E 400 N RRX, south of St. Anthony.

7) Add FY23 Buhl School Sidewalk project, Phase 2, to the FY22-28 ITIP. Staff requests approval to add the Buhl School Sidewalk, Phase 2, project to FY23 in the Transportation Alternatives Program at the request of the Local Highway Technical Assistance Council and Sponsor City of Buhl. Staff requests the addition of the new project for FY23 with \$70,000 design funds scheduled in FY22 and \$397,000 scheduled in FY23 for construction.

8) Update of Safety Rest Areas and Oasis Partnerships. Per Board Policy, staff provided the updated Safety Rest Area Program that includes an updated rest area map and chart. For 2022, the rest area chart was updated to reflect current (2021) Average Daily Traffic count data. Most rest area facilities currently meet requirements; however, Bliss & Juniper rest areas are programmed in FY25 to add additional truck parking at Bliss and building improvements at both facilities.

9) State Highway System Functional Classification map. Department staff has reviewed the Functional Classification Map for the State Highway System and there are no changes for 2022, and recommends the Board approve the State Highway System Functional Classification Map, as shown as Exhibit #548, which is made a part hereof with like effect.

10) Request to Approve Consultant Agreement. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #20033 – SH-75, Elkhorn Rd to River St, Ketchum, District 4, for design services of approximately \$6.1 million, key #20442 – I-90, SH-41 Interchange, Kootenai County, District 1, for construction engineering inspection and testing services of approximately \$4 million, key #22266 – SH-52, Snake River Bridge, Payette Co, District 3, for design services of approximately \$3.5 million, key #19973, I-84, Declo Port of Entry Eastbound, Cassia County, District 4, for construction engineering, inspection and testing services of approximately \$1.85 million.

11) Contract for Rejection. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate for key #22781 SIA – US-12, dike bypass RR track removal, District 2. Contractor – Crea Construction - \$658,860.10.

Informational Items.

1) Contract Awards and Advertisements.

Key #23410, SH-16, I-84 to Franklin Rd, District 3. Low bidder: Knife River Corporation-Mountain West - \$42,654,908.00

Key #23355, US-95B, SH-62 Craigmont Business Loop, District 2. Low bidder: Poe Asphalt Paving – \$2,478,174.60.

Key #20442, I-90, SH-41 Interchange, District 1. Low bidder: Scarsella Bros. – \$77,318,318.18.

Key #23408, SH-16, Ustick Road to US-20/26, District 3. Low bidder: Concrete Placing Co. – \$68,850,189.38.

Key #23121, US-95, Sagle Road to Long Bridge, Phase 2, District 1. Low bidder: Knife River Corporation-Mountain West - \$4,840,000.00

Key #22429 SIA, SH-75, rock fall mitigation, District 6. Low bidder: Rock Supremacy - \$95,900.00.

Key #23236 SIA, I-90, ramp mill and inlay, District 1. Low bidder: Poe Asphalt Paving – 20,827 SY.

Key #20367/20227, SH-16, US-20/26, Phyllis Canal Bridget to SH-16, District 3. Low bidder: Staker & Parson Companies – \$12,945,928.00.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From April 26, 2022 to May 20, 2022, 24 new professional services agreements and work tasks were processed, totaling \$24,114,821. Six supplemental agreements to existing professional services agreements were processed during this period for \$5,724,172.

3) Non-construction professional services report. In accordance with Board Policy 4001, there was one agreement to report for the previous month to High Street Consulting Group, consulting services, for \$93,193.88.

4) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were behind projections by 0.4% as of April 30. Receipts from the Highway Distribution Account were \$1.1 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 41%, or \$901,000. The Department's expenditures were within planned budgets. Personnel costs had savings of \$6.7 million or 6.0% due to less vacancies, retention actions and pay increases appropriated by the Legislature. Contract construction cash expenditures were \$315.2 million for July through April.

The balance of the long-term investments was \$173.6 million at the end of April. These funds are obligated against construction projects and encumbrances. The cash balance was

\$139.4 million. Expenditures in the Strategic Initiatives Program Fund through the end of April were \$0.9 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$1.1 million is the final deposit to reach the statutory limit of \$80 million. Funds are from the 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund were \$21.8 million year-to-date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$3.6 million year-to-date.

5) Monthly Reporting of Federal Formula Program Funding through May 31. Idaho received obligation authority of \$391.2 million through September 30, 2022 via an Appropriations Act signed on March 15, 2022. 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 \$426.5 million. Currently, obligation authority is 92.5% of apportionments. As of May 31, 2022, \$464,534 million was allocated with \$225,165 million remaining program funding.

Director's Report. Director Stokes gave his first board report as director. He thanked employee Jerry Hunter who discovered the flood at the State Street Headquarters office on Sunday over New Year's Day weekend. The public travels 18 billion vehicle miles every year on Idaho roads, 50 million daily - employees helps support that economic opportunity. For that reason, Director Stokes proposed a new vision statement of "to enhance quality of life through transportation." It underscores how essential ITD's work is and the commitment to improving the lives of all communities served.

Director Stokes stated much of the highway system was built over 50 years ago for a different level of demand, traffic, and safety. He outlined his five priorities for FY23 to help achieve ITD's mission. 1. Invest with purpose, 2. External engagement, 3. Ideal workplace, 4. Innovation, and 5. Employee safety. He emphasized that ITD's greatest asset are the people and announced some organizational changes. Dave Tolman is replacing Char McArthur as Chief Administrative Officer, Alberto Gonzales and Jeff Marker are taking on expanded responsibilities as Division Administrators. In addition to their current roles, Alberto will also oversee ETS and Jeff will be taking on Public Transportation and Emergency Management. Director Stokes concluded his remarks by thanking Char McArthur, who retired this month, for her contributions to the department and being a catalyst for great changes across the department.

Revised Strategic Plan and Division of Financial Management Report. Director Stokes reported ITD's strategic plan vision statement changed to better reflect modernizing the transportation system; however, the mission statement remains the same. Corresponding changes were also made to the Division of Financial Management's FY23-26 Strategic Plan report. New information for facilities needs and an update to the online transactions performance metric were also made to the report.

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

RES. NO.
ITB22-39

WHEREAS, the Idaho Transportation Board adopted a strategic plan in 2021 with a vision to become the best transportation department in the country and a mission statement of: Your Safety, Your Mobility, Your Economic Opportunity; and

WHEREAS, transportation is vital due to the daily impacts in the lives of every Idaho citizen, the new executive leadership team has a shared vision for the Department to enhance quality of life through transportation; and

WHEREAS, this new vision along with the continued use of the mission statement and strategies will help the Department provide a common basis for purpose, decisions, and investment in modernizing, improving, and maintaining services; and

WHEREAS, the executive leadership group of the Department unitedly proposes updates to the 2021 strategic plan that are captured in the proposed 2022 plan; and

WHEREAS, the future safety, mobility, and economic opportunity in Idaho will be largely influenced by the efforts of dedicated Department employees and partners; and

WHEREAS, the Department is required to submit a four-year Strategic Plan to the Division of Financial Management annually.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board adopts and approves the 2022 Idaho Transportation Department Strategic Plan.

NOW THEREFORE BE IT FURTHER RESOLVED, that the Idaho Transportation Board adopts and approves the FY23-26 Strategic Plan report for the Division of Financial Management.

Chairman Moad thanked Director Stokes and for Char McArthur's excellent service.

Adopt-A-Highway Presentation. Member DeLorenzo presented the award to Mike and Lori O'Leary who adopted two sections on US-95 from milepost 174 to 178. A family member thanked the Board and shared when they first started in 2011 they collected 36 bags of trash and are down to only eight bags. Member DeLorenzo applauded their efforts and thanked them for the 11-years of service to the community.

Chairman Moad thanked the O'Leary family for serving their community.

Review of the draft FY23-29 Idaho Transportation Investment Program. Financial Planning and Analysis Manager Collins reviewed the draft ITIP that was presented in the workshop. Staff would like to proceed with public comment, July 1 through 31, with amendments to include the omitted projects from District 3.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB22-40 accomplish a current, realistic, and fiscally constrained seven year Idaho
Transportation Investment Program (ITIP); and

WHEREAS, it is the intent of the 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 Transportation Board has reviewed the list of projects and analysis for the Draft FY 2023 - 2029 ITIP; and

WHEREAS, the next activity in the program update cycle is public review and comment per 23 CFR450.210; and

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

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

NOW THEREFORE BE IT RESOLVED that the Idaho Transportation Board will commence public involvement in July with project and program information incorporated from the publication entitled *Draft FY2023 - 2029 ITIP*, June Board Meeting.

Chairman Moad thanked FP&AM Collins for his presentation.

Six-Year Capital Facilities Program. Capital Facilities Manager Tony Pirc reported on ITD's six-year Capital Facility Program plan. There are four building categories comprised of about 700 buildings. The legislature approved increased funding last year doubling it from \$3.5 million to \$7.1 million. Aeronautics has 36 buildings statewide and leases one. Some statewide Operations buildings include maintenance and materials sheds, containment tanks sites and employee housing. Project estimates for FY23 are \$12 million for deferred maintenance, \$7.6 million for new buildings and \$3.02 million for additional housing, and for FY24, \$10.6 million in deferred projects and \$12.3 million in new projects.

Chairman Moad thanked CFM Pirc for the presentation.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:05 PM 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 executive session discussion on legal matters related to highway and department operations and personnel matters.

The Board came out of executive session at 1:10 PM.

District Engineer Report. District 3 Engineer Caleb Lakey gave his annual report focusing on people and places. Some highlights include five new management hires, an organizational change redistributing direct reports amongst two of his managers, and introducing the Engineers-in-Training and two new professional engineers. He reported on District 3's horizontal career path progress and notable construction projects, such as, I-84, Karcher to Franklin - mainline widening, SH-45, SH-78 to Deer Flat (starts in July), and SH-44, Linder to SH-16 widening. Future places of emphasis will be on SH-16, north towards Emmett, SH-55, north towards Cascade/McCall and SH-69 (Meridian Road). DE-3 Lakey shared an innovation idea suggested by a new employee working on a culvert repair on SH-52 – instead of replacing the pipe they added another alongside increasing capacity and saving resources. He also summarized three projects completed with Board Unallocated funds, such as, \$1.3 million Snake River Rest Area project completed under budget.

Chairman Moad thanked DE-3 Lakey for his annual report.

Three Cities River Crossing concept. District 3 Engineer Lakey introduced City of Eagle's Director of Long Range Planning Nichol Baird Spencer who provided an overview of the Three Cities River Crossing concept and request for endorsement. The project is a new river crossing between Eagle Road and Glenwood Street connecting the intersection of SH-44 and SH-55 in Eagle to US-20/26 between Cloverdale and Five Mile.

The project has been in the Long-Range Transportation Plan (LRTP) since 2006. In 2010, the Ada County Highway District commission voted to recommend a "No Build Alternative" with the option to revisit if future funding became available. Currently, the project is in COMPASS' LRTP as an Unfunded Study; however, they require a transportation agency to endorse a project in order for it to be retained in the plan. Director LRP Baird Spencer emphasized the City is not seeking funding from ITD at this time and wants to work cooperatively to develop the project. Sponsorship from ITD would ensure the project remains in the program for another 5-year cycle. She also highlighted additional rationale for the concept, such as growth, system efficiencies, congestion management, and next steps.

In response to Member DeLorenzo's question regarding if any transportation agency can endorse the project to keep it in the plan, LRP Baird Spencer stated that is correct. It would remain as an unfunded study then they would come back to see if it has merit and value. Member DeLorenzo asked about support from ACHD and COMPASS - representatives were present from each and affirmed support.

In response to Chairman Moad's question regarding the amount of time required to facilitate the study, LRP Baird Spencer replied it has not been calculated yet, but will work with DE-3 Lakey to ensure it is equitable.

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

RES. NO. WHEREAS, it is the intent of the Idaho Transportation Board to effectively
ITB22-41 utilize all available Federal, State, and private highway funding; and

WHEREAS, Community Planning Organization of Southwest Idaho (COMPASS) maintains a Long Range Transportation Plan (LRTP) including funded and unfunded projects; and

WHEREAS, the City of Eagle sees value in the Three Cities River Crossing concept and needs a transportation agency sponsor to keep the concept as an unfunded study in the Long Range Transportation Plan (LRTP).

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board directs ITD District 3 staff to sponsor the inclusion of the Three Cities River Crossing as an unfunded study in the COMPASS Long Range Transportation Plan; and

NOW, THEREFORE BE IT FURTHER RESOLVED, that the Idaho Transportation Board directs ITD District 3 staff to prepare a presentation for an upcoming Board Meeting on options for ITD to participate in a study of the Three Cities River Crossing.

Chairman Moad thanked Director LRP Baird Spencer for her presentation.

Proposed Proportionate Share agreement. District 3 Planning and Development Manager Trimboli provided a recap from when the Avimor Mitigation agreement was last discussed in December. Since then, staff collected data on the present value of proportionate share fees over time and considered inflationary impacts.

Avimor General Manager Dan Richter provided a review of the Avimor development. It is a mixed-use planned community, approximately 18,000 acres of land, 9,700 single family homes are expected, and SH-55 bisects the community. He also reviewed the mitigation agreement some highlights include it sets a fixed proportionate share fee of \$5,000 per residential unit and specifies road improvements Avimor and ITD will construct. Avimor's projects total approximately \$150 million. GM Richter estimates Avimor paying \$48.5 million in proportionate share fees at full build out from 2023 to 2055. Some key mitigation agreement provisions are fees collected for ITD do not have to be used on SH-55 and Avimor will pay the greater of the \$5,000 fee or a future impact fee. The time value of the fees with a 2.9% inflation rate is \$32.1 million by 2055.

In response to Member Kempton's concerns regarding ITD's ability to hold fees over 34-years and potential of the projection being low, Avimor GM Richter stated they did factor in inflation, similar to impact fees, looking at 7-years with an option to put the money in a 1% treasury bond. Economists from ITD and Avimor were involved in the decision.

Chairman Moad asked Chief Administrative Officer Dave Tolman and DE-3 Lakey to help get more clarification and prepare a synopsis. CAO Tolman stated they could provide more information on how ITD can account for the receipt of funds, method of fund use, impacts of inflation and the time value of money.

Chairman Moad thanked Avimor GM Richter and staff for their presentation.

In the interest of time, the Chairman delayed the SH-69 Traffic and Access Management Study and SH-55 Smiths Ferry to Round Valley updates to the end of the agenda and moved the District 4 administrative site item to after the Administrative Policy, A-20-04 item.

Public Transportation 2023-2025 Modified Funding Recommendations. Public Transportation Manager Ron Duran reported on the modification to the approved funding award by Board at the March meeting to include additional funding receive by the Federal Transit Administration. The 5310 Elderly & Disabled Program increased by \$230,239 and the 5311 Rural Area Formula Program increased by \$1.5 million.

In response to Member DeLorenzo's question if there is a required Local match, PTM Duran stated there is and the Locals are prepared to use them.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting,
ITB22-42 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 the 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 modified rural funding amount of

\$20,388,358 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.

Chairman Moad thanked PTM Duran for the update.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN 9294 – Thorn Creek Road to Moscow, Latah County.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB22-43 of-way for US-95, Thorn Creek Rd. to Moscow, Latah County for Project
No. DHP-NH-4110(156); 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 \$810,424.57.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN 9294 – Thorn Creek Road to Moscow, Latah County.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-
ITB22-44 of-way for US-95, Thorn Creek Rd. to Moscow, Latah County for Project
No. DHP-NH-4110(156); 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 \$386,373.43.

Chairman Moad thanked ROW Manager Pond for the report.

Member Hoff made a motion, seconded by Member Thompson, and passed unopposed by roll call vote, to approve the following resolution:

RES. NO. WHEREAS, Board Policy 4067 authorizes the Idaho Transportation Board to set ITB22-46 policies for the Idaho Transportation Department; and

WHEREAS, Administrative Policy A-20-04: Public Hearing Officers describes the role of a hearing officer at a public hearing; and

WHEREAS, the role of a public hearing officer has been incorporated into Administrative Policy 5024; and

WHEREAS, Administrative Policy A-20-04 is covered in another policy and so is no longer necessary.

NOW THEREFORE BE IT RESOLVED that the Board approve the deletion of Administrative Policy A-20-04 – Public Hearing Officers.

Chairman Moad thanked CM Tomlinson for the report.

District 4 administrative site and building update. District 4 Engineer Jesse Barrus handed out a revised board agenda item and resolution. The revisions focus on investigating the site development in more depth instead of proposing location approval.

DE-4 Barrus reported on the background, purpose and need, proposed site, accomplishments and current efforts and next steps. Some highlights include the current building in Shoshone is 67 years old and not fully ADA compliant and several studies have been completed since 2016. Staff has outgrown the building and it is no longer centered near the population base of Twin Falls. The ITD-owned southwest of I-84 and US-93 property offers benefits to better align hiring markets and access to the I-84 corridor. There is the option to co-locate with the Division of Military to share utility and infrastructure costs, and some preliminary work has been done to move into design. A concept building plan has been prepared and there is current efforts to contract to begin geotechnical investigation for site development. Next steps include coordinating with the Division of Public Works to being preliminary work on concept and estimates.

Member Kempton commented the resolution was revised because the language was too strong for where ITD is now, and we have not yet obtained the Governor's Office or legislative approval. He also stated many employees are living in Twin Falls, which is a 25-mile commute to the Shoshone office. Rising gas costs coupled with lower wages leaves little room for disposal income.

In response to Member Thompson's question about why the \$6.2 million for design is not in the resolution, DE-4 Barrus stated the district has the money for design costs and is not asking for funds.

In response to Vice Chair Horsch's question if the site design plans include moving the Jerome Shed, DE-4 Barrus replied it does; however, it would be more like 10-years out.

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

RES. NO. WHEREAS, the Idaho Transportation Department Strategic Plan goals include
ITB22-47 "Continually improve the employee experience", and "Provide the safest possible transportation system and work environment"; and

WHEREAS, many components of the current District 4 administrative facility in Shoshone are well past their service life including not fully meeting the current ADA standards; and

WHEREAS, the Idaho Transportation Board has previously approved by resolution for District 4 to investigate numerous sites as potential administration sites; and

WHEREAS, the State of Idaho desires state agencies to co-locate when possible; and

WHEREAS, the Idaho Division of Military is locating to this site; and

WHEREAS, it is in the best interest of the Idaho Transportation Department to further investigate the site located at the southwest corner of the I-84 / US-93 Interchange.

NOW THEREFORE BE IT RESOLVED, the Board approves ITD to proceed with design for the site development phase of the 108-acre ITD owned property on the southwest corner of the I-84/ US-93 Interchange.

Chairman Moad thanked DE-4 Barrus for the presentation.

High School seat belt challenge. The co-presenter was not available so subsequently the item was cancelled.

SH-55 Smiths Ferry to Round Valley construction update. D3 Engineering Manager Jason Brinkman gave an update on the 1-mile SH-55 Smiths Ferry to Round Valley project. Some project feature highlights are nine major rock cut slopes (of which eight are complete), six new vehicle pullouts, nine wire mesh retaining walls and 2/3rds mile of new guardrail. He reported there is still major work to do repairing the landslide that they have been drilling, investigating, and engineering this spring for Cut #8 – where the significant slide occurred last November. He played a video of production, spire removal and trim blasts. Rock from the blasts are reduced and hauled off at night to sort for potential final buttress use. About 340,000 cubic yards of rock and earth is estimated to be removed on this project. Some rock is reused for culvert headwalls and retaining walls, and rock slopes are secured with draped wire mesh. In respect to Cut #8 slope remediation, the field drilling and investigation work is nearing

completion confirming the contractors work. Drone footage was shown of excavation underway on the hillside. D3 EM Brinkman thanked DeAtley and their sub-contractors for a great partnership.

Chairman Moad thanked D3 EM Brinkman for the update.

SH-69 Traffic and Access Management Study. District 3 Planning and Development Manager Trimboli reported the purpose of the SH-69 corridor study is to keep traffic moving throughout the corridor, allow safe and efficient access on and off the corridor and to provide safe facilities and crossings for bicyclists and pedestrians. I-84 to Kuna is 8-miles and traffic is expected to double along most of the corridor in 20 years. The goal is to maintain existing travel times with the projected growth. Some highlights of the design options considered are partial thru-turn intersections, 7-lane future cross-section, and restricted crossing U-Turn at half-mile marks. Public involvement was conducted June through July 2020 with over 1,000 visitors and 191 comments. Pedestrian and bicycle facilities will be included for segments on Avalon and Meridian Roads. In addition, studies are in progress for the Kuna Curve and Overland Road intersections. PDM Trimboli concluded next steps are to present information to the Cities of Kuna and Meridian, ACHD and COMPASS, and then report back to the Board.

Chairman Moad thanked D3 PDM Trimboli for the update.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 3:53 PM.

Read and Approved
July 21, 2022
Lewiston, Idaho

Signed

WILLIAM H. MOAD, Chairman
Idaho Transportation Board