

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

August 17 - 18, 2022

The Idaho Transportation Board met at 8:00 AM on Wednesday, August 17, 2022, at the SpringHill Suites Hotel in Coeur d'Alene, Idaho. The following principals were present:

Bill Moad, Chairman  
James R. Thompson – District 1  
Gary Osborn - District 2  
Julie DeLorenzo, Member – District 3  
Dwight Horsch, Vice Chairman - District 5  
Bob Hoff, Member – District 6  
Scott Stokes, Director Stokes  
Lorraine Dennis, Executive Assistant to the Board

District 1 Tour and Outreach Workshop. The Board met with officials from the FMI foam block plant in Post Falls and toured the facilities. Following the tour, the Board viewed the SH-41 expansion, US-95/SH-53 and Garwood, and US-95 Granite North projects.

The Board convened at the Columbia Bank Center in Sandpoint for the Idaho Transportation Investment Program (ITIP) Outreach Workshop. Chairman Moad and Member Thompson gave opening remarks and introductions, along with Director Stokes. District 1 Engineer Damon Allen lead self-introductions from participants and then gave a presentation on new funding from the Governor's Leading Idaho Initiative and the Federal Investment and Infrastructure Jobs Act (IIJA) for local and state infrastructure. DE-1 Allen also talked about partnering successes and major priority projects in his district. 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 4:00 PM.

August 18, 2022

The Idaho Transportation Board convened at 8:30 AM on Thursday, August 18, 2022 at the District 1 Coeur d'Alene Office. All members were present. Lead Deputy Attorney General Tim Thomas and Chief Deputy/Chief Operations Officer Dan McElhinney joined the meeting. Jim Kempton, Board Member - District 4, participated remotely.

Safety Share. Safety Compliance Officer Keith Viebrock presented safety information and tips regarding sharing the road with motorcycles. Tips included allowing for ample spacing between ones vehicle and the motorcycle.

Chairman Moad thanked SCO Viebrock for the important message.

August 17 – 18, 2022

Board Minutes. Vice Chair Horsch made a motion to approve the minutes of the regular Board meeting held July 20 - 21, 2022, as submitted. Member DeLorenzo seconded the motion and it passed by roll call vote.

Board Meeting Dates. The following meeting dates are scheduled:

September 22, Boise	October 20, Boise
November 17, Boise	December 15, Boise

Consent Items. Member Thompson made a motion and seconded by Member DeLorenzo to approve the consent calendar resolution and it passed 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-  
ITB22-53      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 FY22 Account Write Off report, FY22 Performance Report, the Burgess & Niple individual task agreement extension, delay of Peckham Road Intersections, and Franklin Blvd. & Karcher Road, consultant agreement, contract awards, and contract to reject.

1) FY22 Account Write Off Report, Uncollectible Accounts. Each year the Board is presented information on the outstanding accounts receivable determined to be uncollectible. Department policy requires that all uncollectible accounts exceeding \$1,000 be reviewed and approved for write off by the Board, as shown as Exhibit 549, which is made a part hereof with like effect. This year, 16 accounts have been determined to be uncollectible – 10 less than \$1,000 totaling \$3,136.97, and 6 greater than \$1,000 totaling \$10,409.79. Account balances to be written off less than \$1,000 are due to the expiration of the statute of limitations, and account balances over the \$1,000 threshold are damage claims, commercial registrations and insufficient funds checks.

2) FY22 Performance Report for the Division of Financial Management. The FY22 Performance Report to the Division of Financial Management is due by September 1. The report includes the following required elements: Agency Overview, Core Functions of the Department, Revenues and Expenditures, Cases Managed and Key Services Provided, and Performance Measures. Revenue and expenditures figures were updated to reflect year-end financial data.

3) Burgess & Niple Individual Task Agreement Extension. The request is for approval to exceed the consultant individual task agreement limit of \$500,000 for consultants selected from the term agreement list set by Board Policy 4001 for Burgess & Niple on the US-93 Perrine Bridge Repair Project, Key No. 23044. Additional services for engineer of record and construction engineering and inspection services are estimated at \$480,000 for a total of \$900,000. The cost of the will be covered by funds that have already been scheduled within the project.

4) Delay of Peckham Road Intersections, and Franklin Blvd. & Karcher Road. Staff requests to delay Local, Peckham Road Intersections, Canyon County, (\$459,000), and STC-8223, Franklin Blvd. & Karcher Road Intersections, Nampa, (\$3,125,000) from FY22 to FY23 in the Safety and Capacity Program at the request of the Local Highway Technical Assistance Council (LHTAC) and the project sponsors, Golden Gate Highway District and City of Nampa, respectively. And authorize staff to adjust the FY22 – FY28 ITIP and draft FY23 – FY29 ITIP.

5) Request to Approve Consultant Agreement. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #23456 – I-84, Meridian Road Interchange to Eagle Road Interchange, District 3, for preliminary design services of approximately \$1.5 million.

6) Contracts for Award. The low bids on the following project is more than ten percent over the engineer's estimate, requiring justification. On key # 22401, Benewah Creek Road safety improvements, Benewah County, LHTAC(6), there are several difference between the low bid and engineer's estimate includes temporary traffic control, survey, AGGR TY B for Base, and clearing and grubbing. On key #20230, Eastside Drive bridge, Valley County, LHTAC(3), difference between the low bid and engineer's estimate mainly in mobilization.

The engineer's estimate was developed using the average bid costs of previous projects in the area and assumed price increases. The District and LHTAC does not believe re-advertising the project would result in lower bids, and recommends awarding the contract. Low bidder, for key # 22401: Razz Construction Inc. - \$247,295.00, and key# 20230: LaRiviere Inc.- \$3,220,091.55.

7) 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 #22414, signing safety upgrades, Ashton, Fremont County, LHTAC(6). Contractor – Ralph L. Wadsworth CO LLC - \$540,060.00.

#### Informational Items.

##### 1) Contract Awards and Advertisements.

Key #2665, SH-55, Eagle Road, I-84 to SH-44, District 3. Low bidder: Staker & Parson Companies - \$17,876,403.

Key #22782SIA, FY22 soft spot repair, District 2. Low bidder: Knife River Corp.-Mountain West – \$581,260.

Key #22768SIA, SH-53, mill and inlay, District 1. Low bidder: Poe Asphalt Paving –11,151 SY.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From June 27, 2022 to July 24, 2022, 41 new professional services agreements and work tasks were

processed, totaling \$25,289,797. Eight supplemental agreements to existing professional services agreements were processed during this period for \$7,144,781.

3) FY22 Return Check Report. There was a substantial increase in the total value of checks processed at ITD from \$30,930,465 in FY21 to \$58,063,868 in FY22. The increase is due to Centralized Processing of all DMV renewals by mail. They are now coming to ITD instead of the counties for processing. The decrease in value of returned checks from FY21 (\$281,959) to FY22 (\$137,192) was due to two large checks totaling \$157,198.40 processed in FY21. The annual collection rate for FY22 is 98%

4) Speed Zone Modification, US-95 south of Bonners Ferry, District 1. In response to a request from the Boundary County Commissioners, District 1 evaluated the speed zones on US-95 in the vicinity of Deep Creek Loop Road south of Bonners Ferry. After reviewing highway operations and crash history, staff determined it appropriate to extend the existing 45 mph speed zone approximately 1-1/4 mile south. Boundary County Commissioners supports the speed adjustment.

5) Non-construction Professional Services Contracts. In accordance with Board Policy 4001, there are no agreements to report for the previous month.

6) Monthly Reporting of Federal Formula Program Funding through August 4. Idaho received obligation authority of \$432.6 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 \$467.8 million. Currently, obligation authority is 92.5% of apportionments. As of August 4, 2022, \$465,771 million was allocated with \$88,461 million remaining program funding.

Director's Report. Director Stokes reported on online services provided by DMV. He shared a post card regarding Notice of Pending Registration Suspension a customer would receive as an example of how DMV is offering online and QR code services. He also reported on entry rate Change in Employee Compensation increases for port of entry trainees and inspectors, engineer interns and associates, staff engineers, and administrative assistants/financial technicians/technical records specialists. In continuation of Director Stokes' five focus areas, he called upon CEO McCarty to report on external engagement activities.

Chief External Affairs Officer McCarty reported on current efforts the department is taking regarding external engagement annually with stakeholders through numerous outreach events and avenues and opportunities to expand those efforts. Ongoing outreach is coordinated and conducted with the Board's seven advisory boards, highway related partnering groups - such as the Work Zone Safety Task Force, and DMV related industry partners. Many of the groups meet monthly, quarterly, and annually. Other highlights CEO McCarty reported on are improved efforts to expand year around input for the department's 7-year Idaho Transportation

Investment Program. Staff is working on creating a QR code to make it easier for the public to provide input.

Chairman Moad thanked Director Stokes and CEO McCarty for their report.

Adopt-A-Highway Presentation. Member Thompson presented the award to Skip Priest who adopted a segment on I-90 between Northwest Blvd. and Highway 97. Mr. Priest also volunteers with the Coeur d'Alene Rotary Club who adopted US-95, mileposts 429 – 431. He and his wife have picked up over 1600 bags of trash and are committed to helping keep highways clean and safe. Member Thompson applauded their efforts and thanked them for their service to the community.

Chairman Moad thanked the Priest family for their efforts in the community.

District Engineer Report. District 1 Engineer Damon Allen gave his annual report focusing on performance, project priorities, innovation and people. Some highlights include 97% of projects delivered were within the engineer's estimate, 103% of the final project costs were within the award, 83% of payments to vendors were made within 30 days, and 279 permits were processed in FY21. The US-95 Granite North, SH-41 expansion, and SH-3 Goosehaven are priority projects for District 1. Projects in planning and design include the Huetter rest area, US-2 BNSF underpass, and US-95 McArthur Lake Bridge. Some new project work will start on SH-53 reconstruction, solar-powered chain up signs, and hazardous tree removal on SH-41. DE-1 concluded with introducing new staff, accomplishments in staff development, and sharing the Rodeo winners.

Chairman Moad and Member Thompson thanked DE-1 Allen for his annual report.

Update on the Division of Human Resources' Modernization Initiative. DHR Administrator Lori Wolff reported on the DHR Modernization effort, progress to date, implementation steps, and timelines. The goal is to provide a consistent employee experience for state employees and ensure policies, practices and decisions align amongst all agencies. Some highlights include human resource staff will report through DHR, remain physically located within agencies and will not need to apply for their jobs. Changes are anticipated January – June 2023. Agency directors/boards retain their authority to make hiring and compensation decisions. Some expectations are better standards and processes across agencies, better onboarding, and continued support from HR at executive leadership and in hiring and retaining new employees. DHR Administrator Wolff reported on analysis and anticipated action that began July 2021 through December 2022, and outlined next steps for January – June 2023, which include rolling out the final reporting structure, implementing phase 2 Luma, and transitioning staff to report to DHR.

Director Stokes reported that Chief Human Resource Officer Brenda Williams will not be transitioning to DHR; however, she will remain as part of ITD's executive team. Her new role as the Chief Innovation Experience Officer will continue to oversee technical training, employee safety, workforce development/civil rights, and continuous improvement. She will also lead the

effort in facilitating ITD's Chinden Campus Building 3 staffing design and coordination. He also stated ITD will be hiring a Human Resources Officer to lead HR services at ITD.

Chairman Moad thanked DHR Administrator Wolff for her presentation.

August 2022 revenue forecast & proposed FY24 appropriation request. Economist Bob Thompson reported on ITD's summary of revenues comparing historical data from FY20 to the August 1, 2022 forecast for FY23 and FY24. Some forecast highlights include a decrease in the total state highway account from \$901.75 million in FY23 to \$889.86 for FY24, an increase in the Strategic Initiative Program Fund (SIPF) from \$201.2 million in FY23 to 207.23 million for FY24, and an increase in the total Aeronautics Fund from \$3.46 million to \$3.52 million for FY24. The grand total revenue forecasted for FY24 is \$1,181.63 billion. Economist Thompson also reported on ITD's revenue and funding outlook, supplemental requests and changes in travel. Some highlights include a 0.8% forecasted increase in FY23 and 1% increase in FY24 for the Highway Distribution Account. HB312 receipts show forecasted increases of 0.7% in FY23 and 1.3% for FY24.

Financial Manager Chris Bray reported the 2022 Legislature transferred \$200 million to the SIPF for FY23 (\$120 million to ITD and \$80 million to locals) and \$6.4 to the Aeronautics Fund in FY22. There are two FY23 supplemental requests, one for Aeronautics - \$50,000 for jet fuel inflation and the other for Highways - \$11,744,200 for operations inflation increases. FY23 total travel costs is \$1.7 million with increases in DMV and highway operations.

FM Bray reported on the FY24 appropriation request. Some highlights include a 1% Change in Employee Compensation totaling \$1.49 million in personnel costs, an increase of \$1.98 million in employer benefit costs and \$48.5 million in spending authority for replacement equipment. Since the June budget request, adjustments in equipment increased by \$9.56 million. There are 16 line items included in the FY24 budget request totaling \$331.1 million (\$323.9 one-time and \$7.2 million ongoing). The FY24 adjusted base is \$812.4 million. With line items and GARVEE and TECM bond debt services, the total FY24 program funding is \$1.2 billion. FM Bray concluded by outlining potential impacts such as pending approval for OITS info tech line item, final review for personnel costs and final values for the statewide cost allocation plan.

In response to Vice Chair Horsch's question about the increase in equipment costs for dump trucks from 28 to 50 since the June budget request, FM Bray stated it was due to equipment delays that were expected to arrive in FY22. Consequently, the additional trucks needed to shift to the current budget request.

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

RES. NO.        WHEREAS, the FY2024 Department Budget Request will be prepared  
ITB22-54        in accordance with instructions in the Division of Financial  
                         Management's Budget Development Manual; and

WHEREAS, the Board has reviewed the Proposed FY2024 Budget Request Summary.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has reviewed the budget request estimates reflected in the Department Summary and Certification, as shown as Exhibit 550, which is made a part hereof with like effect, submitted for approval August 18, 2022, and authorizes the estimates and guidance provided to serve as the basis for the FY2024 budget request submitted to the Division of Financial Management and Legislative Services Office.

Chairman Moad thanked staff for their report.

State Fiscal year 2022 financial statement. Chief Administrative Officer Dave Tolman provided a financial report for Fiscal Year 2022.

Revenues to the State Highway Account from all state sources for FY22 ended with revenue behind forecast by 0.6%. Receipts from the Highway Distribution Account were \$6.6 million behind forecast. State revenues to the State Aeronautics Fund were ahead of forecast by 40%, or \$1.0 million. The Department's expenditures were within planned budgets. Personnel costs were higher than the previous year due to CEC, retention, and early adoption of FY23 CEC. Contract construction cash expenditures were \$369 million.

The balance of the long-term investments was \$174 million as of the end of June. These funds are obligated against construction projects and encumbrances. The cash balance was \$147.9 million. Expenditures in the Strategic Initiatives Program Fund for the year were \$8.1 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were completed in April 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 for select projects were \$25.7 million for the year. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$4.3 million for the year.

Chairman Moad thanked CAO Tolman for the presentation.

Updated 6-year Capital Facilities Program. Capital Facilities Manager Tony Pirc provided an update on ITD's building program. Buildings are in two categories operations and administrative. Project needs for the 718 operations buildings total \$22.6 million for FY24 and \$22.6 million for FY25. Project needs for the six ITD-owned administrative buildings total \$50.7 million for FY24 and \$7.3 million in FY25. CFM Pirc stated some contingencies such as additional administrative facilities project costs are being determined by assessments conducted by the Division of Public Works, relocation of the District 3 office will need to be programmed, and the District 3 office has priority renovations that are currently programmed in the 6-year plan that hinge on pending relocation. From FY25 to FY29, the average annual deferred project estimates total \$12 million and the average annual new projects estimates are \$9 million.

Chairman Moad thanked CFM Pirc for the update.

US-20, Junction SH-87 to Montana State Line, Phases 1 & 2. Engineering Manager Drew Meppen stated the district is seeking approval to move the US-20, Junction SH-87 to Montana State Line (Targhee Pass) project from the FY28 Pavement Restoration Program to the Early Development (ED) Program. The change is to coordinate efforts with the preliminary environmental linkage study and to balance the District 6 portion of the FY22 – FY28 ITIP. Staff will continue final design while in the ED Program.

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 US-20, JCT SH-87 to MT ST LN (Targhee Pass) Phase 1 and 2  
ITB22-55        supports the Idaho Transportation Department’s mission of safety, mobility, and  
                     economic opportunity; and

WHEREAS, Board Policy allows, upon request, projects to be added to the Early Development Program of the Idaho Transportation Investment Program (ITIP);  
and

WHEREAS, this project the Idaho Transportation Department has recognized a need to move the project into the Early Development Program to continue development and coordinate with adjacent Planning and Environmental Linkage (PEL) study on US-20; and

WHEREAS, the Department has the need to balance the Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that the FY 2022-2028 Idaho Transportation Investment Program (ITIP) be amended to change the US-20, JCT SH-87 to MT ST LN (Targhee Pass) Phase 1 and 2 from FY28 to the Early Development Program and added to the draft FY23-FY29 ITIP.

Chairman Moad thanked EM Meppen for the presentation.

FY22 Apportionment of Highway Infrastructure program Funds, Bridge Replacement and Rehabilitation Program. State Bridge Engineer Matt Farrar reported Idaho received Bridge Replacement and Rehabilitation funds of \$18,145,733.00 for its share of the FY22 Highway Infrastructure Program Funds.

At the February 17 meeting, the Board indicated that it would distribute 35% of Infrastructure Investment Jobs Act (IIJA) Bridge Formula funds to the Local Highways Programs in the following proportions: Off-System Bridge Program (15%) and Local Bridge Program (20%) and the remaining 65% would be distributed to the State Highway System – Bridge Preservation and Restoration Programs. Based on those percentages, the Local Bridge program would receive \$6.4 million (35%) and State Highway System Bridge programs \$11.8 million (65%).



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 Transportation Board to effectively utilize  
ITB22-56        all available federal, State, local and private capital investment funding; and

WHEREAS, the Idaho Transportation Department (ITD) will receive \$18,145,733.00 in FY2022 Highway Infrastructure Program Funds under the Department of Transportation Appropriations Act, 2022, (bridge replacement and rehabilitation program); and

WHEREAS, ITD proposes to distribute these Bridge related funds following the Board Resolution made at the February 17, 2022 Board Meeting; and

WHEREAS, ITD proposes to distribute 35% of the funds to the Local Highway Technical Assistance Council, and 65% to the SHS Bridge Preservation and Restoration Programs.

NOW THEREFORE BE IT RESOLVED that the Idaho Transportation Board approves, the FY2022 Highway Infrastructure Program Funds under the Department of Transportation Appropriations Act, 2022, (bridge replacement and rehabilitation program) distribution plan.

Chairman Moad thanked SBE Farrar for the report.

North Idaho DUI Task Force. Grants Officer Bill Kotowski provided an update on fatalities data and shared information regarding the Labor Day mobilization media campaign, which 53 agencies participate. It is the second campaign since July.

Coeur d'Alene Police Department Nick Knoll reported on activities conducted by the newly created North Idaho DUI Task Force. Some highlights include they had a successful first year with zero alcohol related fatalities, a 45% reduction in alcohol related crashes, and went from worst to safest region in the state. The task force has conducted various events, such as participants were monitored for alcohol consumption to help create awareness, and is focusing on education and enforcement. They plan to expand throughout Region 1 to include more community partners, monthly events and community outreach.

Chairman Moad thanked CPD Knoll for the report and service to the community.

2022-23 ITD zero-based administrative rulemakings. Governmental Affairs Project Manager Ramon Hobdey-Sanchez reported on the department's 2<sup>nd</sup> year of reviewing rules under the Governor's Zero-based regulation and the fifth session of cutting rules. There are nine rules scheduled for review and presentation to the 2023 legislature, of which one was repealed in the 2022 session, and two proposed for consolidation into other existing rules. The rules were open for comment May 4 through 27, 2022, and open for negotiation during a public meeting held May 12. The rules were published as "proposed" and undergoing a second round of public comment through August 24. Modifications focus on non-substantive changes and removing

restrictions and redundancies with Idaho Code. There are no omnibus rulemakings this year; however, the department will continue to work on the broadband and Utility Accommodation Policy. GAPM Hobdey-Sanchez also reported 101 restrictions have been deleted as a result of the zero-based rulemaking review effort. Total overall cuts reduced the number of chapters by 50% and 37% for the number of restrictive words.

Chairman Moad thanked GAPM Hobdey-Sanchez for the report.

Utility accommodation rulemaking update. Governmental Affairs Project Manager Ramon Hobdey-Sanchez provided an overview of HB640 Idaho Broadband Dig Once and Right-of-Way Act, effective July 1, 2022. The Utility Accommodation Policy is incorporated into IDAPA, Idaho Administrative Code. Planning Program Manager Robert Beachler reported on the goals and objectives of the broadband negotiated rulemaking. Some highlights include it is based on “dig once” within the highway right-of-way to manage current and future demand on the ROW for transportation purposes and accommodate all utilities when possible through collocation and other space saving practices, and create a neutral unbiased environment for utility providers. The UAP that provides a framework for managing broadband facilities within the State’s ROW is being updated. Negotiated rulemaking meetings were held on June 13 and July 11. Highlights of comments received include the UAP did not specify small wireless facilities (SWF) fees, concern for limited competition, limit awarding total additional capacity to any one provider, level playing field to spur competition, include non-profits in definition of broadband providers, allow local communities to determine how services are to be deployed, and interest from local government in development of open access broadband infrastructure.

PPM Beachler reviewed specifics of HB640, benefits of digging once, and two new UAP sections. The draft 2023 UAP addresses requirements from HB640 and as a result includes two new sections – Section 7, Broadband Infrastructure and Section 8, Wireless Communications. Section 7 meets HB640 requirement to promulgate rules.

In response to Member Kempton’s question if industry was uniform in their acceptance of results incorporated in the UAP as a result of using negotiated procedures, PPM Beachler stated yes regarding wireless. There were numerous comments, which many were incorporated into the UAP. Another comment period is scheduled for next month. Member Kempton also inquired about language in the UAP that stated ITD “...in consultation with the Idaho Broadband Advisory Board and the Idaho Department of Commerce will coordinate initiatives carried out under this section with other statewide telecommunication and State and location Transportation and land use plans...”. The question focused on who would have the final decision authority. PPM Beachler stated it has not been determined yet; however, they will coordinate with State’s Broadband Advisory Committee, Department of Commerce and others as they support one another.

In response to Member Hoff’s question regarding Section 7.5, Shared Resources Agreements, would ITD gain capacity, PPM Beachler stated the section is specific to state owned, ITD assets. ITD would make them available through an agreement – depending on availability.

Chairman Moad thanked staff for their presentation.

In the interest of time for the presenter, Chairman Moad moved the following agenda item from last to next.

FFY2022 Redistribution Federal Formula Funds. Financial Planning & Analysis Manager Justin Collins reported the Federal Highway Administration (FHWA) informed the states of additional FY 2022 formula obligation authority (OA) through redistribution. Currently, the anticipated amount is not yet known; however, it is anticipated that Idaho will receive an amount above our 100% annual OA. He reviewed the Federal Formula Funds above 100% Obligation Authority distribution to local entities as shown as Exhibit 551, which is made a part hereof with like effect. The Exhibit outlines the formula percentages and provides an example of amounts received based on that distribution. The process follows the same distribution of Federal Formula Funds above 100% OA as ITD proceeded with in FFY 2020.

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

RES. NO. WHEREAS, the Federal Highway Administration (FHWA) informed Idaho of  
ITB22-57 additional FFY2022 formula obligation authority (OA) through redistribution; and

WHEREAS, the amount of FFY2022 Redistribution of Federal Formula Funds is not yet known; and

WHEREAS, the Idaho Transportation Board has reviewed the FFY2022 Redistribution of Federal Formula Funds above 100% OA distribution to local entities; and

NOW, THEREFORE BE IT RESOLVED, that the FFY2022 Redistribution of Federal Formula Funds above 100% OA distribution to local entities, submitted for approval on August 18, 2022, as shown in Exhibit 551; authorizes the estimates and guidance provided to serve as the basis for the FFY2022 Redistribution of Federal Formula Funds above 100% OA distribution to local entities.

FY23-29 draft Idaho Transportation Investment Program outreach results. Sr. Public Information Officer Aubrie Spence reported on results from the draft ITIP public comment period. Some highlights include various avenues of advertising for comments, such as through display ads, press releases, social media, websites, and videos. Once the comment period closes, which was from July 1 – 31, comments are processed through various levels of staff for review and finalized by September 30. The majority of comments received were web-based – up 153% from last year. Project Manager Margaret Havey reviewed the sources of the 178 comments received. New this year, is a web-map that garnered 27 responses. Topics ranged from traffic control & congestion, representing the highest percentage, to safety and environment & wildlife. Sr. PIO Spence concluded by explaining an innovation in collecting comments year around through the use of a QR code imprinted on a business card.

Chairman Moad thanked staff for the presentation.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 1:10 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Vice Chair Horsch 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 2:26 PM.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 2:26 PM.

Signed

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WILLIAM H. MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
September 22, 2022  
Boise, Idaho

August 17 – 18, 2022