

REGULAR MEETING
IDAHO TRANSPORTATION BOARD

September 22, 2022

The Idaho Transportation Board met at 8:35 AM on Thursday, September 22, 2022, in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
James R. Thompson – District 1
Gary Osborn - District 2
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

Safety Share. Grants Officer Christy Lucas presented safety information regarding ergonomics in the workplace. Physical stressors and disorders can be prevented by having workspaces, equipment, and tools fitted and adjusted properly for the person.

Chairman Moad thanked GO Lucas for the important message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the Special meeting held on August 5, 2022, seconded by Member Kempton, and the motion passed unanimously. Member DeLorenzo made a motion to approve the August 17 - 18, 2022, seconded by Member Hoff, and the motion passed unanimously.

Board Meeting Dates. The following meeting dates are scheduled:
October 20 - Boise, November 17 - Boise, and December 15 – Boise.

The following 2023 meeting dates in Boise were scheduled for January 12, February 23 and March 23.

Consent Items. In response to Chairman Moad's question on increased costs for the I-84, Kimberly Interchange contract award, District 4 Engineer responded they were due primarily to escalation in material prices such as steel and oil, in addition to the removal of the existing bridge.

Member Osborn made a motion and seconded by Member DeLorenzo 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-
ITB22-58 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 FY23 Rail-Highway Crossing Program spending plan, consultant agreements, contract award, and contracts to reject.

1) FY23 Rail-Highway Crossing Program Spending Plan. As part of Leading Idaho, \$8 million of FY23 ST funds is available to be used for rail-highway crossing improvement projects. Staff is recommending projects for advancements, increased project budgets and the addition of six new projects to FY23 of the draft FY23-29 ITIP Program. The Community Planning Association of Southwest Idaho and Bannock Transportation Planning Organization both will be updating their respective Transportation Improvement Programs to reflect modifications, as appropriate.

2) Request to Approve Consultant Agreements. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #23342 – SH-75, Timmerman Jct. to Timber Way, District 4, for design services of approximately \$3.5 million; key #20053 – US-20, Chester to Ashton, District 6, for design service of approx.. \$2.6 million; key #22692 – I-15, US-26 IC NBL & SBL and key #22693 – I-15, UPRR Bridge St, District 5, for design services of approx. \$10.6 million; key #23354 – SH-8, Moscow to Troy PEL study, District 2, for planning and environmental services approx. \$1.9 million; and key #23353 – US-95, Moscow North and Moscow Alt Route, District 2, for planning and environmental services approx. \$3.75 million.

3) Contract for Award. The low bids on the following project is more than ten percent over the engineer's estimate, requiring justification. On key #20675, I-84, Kimberly IC (SH-50), District 4, there are several difference between the low bid and engineer's estimate includes Superpave HMA, bridge removal, and MSE retaining wall.

The engineer's estimate was developed using the average bid costs of previous projects in the area and assumed price increases. The District does not believe re-advertising the project would result in lower bids, and recommends awarding the contract. Low bidder, for key #20675: Wadsworth Brothers Construction Co. - \$19,742,109.63.

4) Contracts for Rejection. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate for key #23270/23455/23457, I-84, Galloway Road repair, I-84 Robinson & I-84 Orchard, District 3. Contractor – Concrete Placing Co. - \$892,293.58; and key #22486 SIA, FY23 SH-34 guardrail replacement, District 5. Contractor – Knife River Corp-Mountain West - \$1,099,999.99.

Informational Items.

1) Contract Awards and Advertisements.
Key #21888, US-95, Whitebird Creek Bridge repair, District 2. Low bidder: Royal Bridge - \$3,084,200.00.

Key #23564, US-91, City of Preston seal coat, District 5. Low bidder: Knife River Corp.- Mountain West – \$433,000.00.

Key #20704/20391, US-12, Orofino to Greer, District 2. Low bidder: Knife River Corp.- Mountain West – \$18,210,000.00.

Key #23356, FY23 non-commerce pavement restoration, District 2. Low bidder: Poe Asphalt Paving - \$3,116,425.00.

Key #18813, Slaughter House Bridge, LHTAC (1). Low bidder: Selland Construction Inc. - \$1,759,727.10.

Key #22544, I-86, UPRR Bridge, Pocatello, District 5. Low bidder: Ralph L. Wadsworth Construction Co. - \$16,376,759.05.

Key #22709, Luminaire repair, District 4. Low bidder: Electric One West - \$823,914.00.

Key #22488 SIA, I-86, FY22 fence improvements, District 5. High bidder (FPVQ): All Rail Construction – 51,003 FT.

Key #23708 SIA, FY23 interstate striping, District 3. Low bidder: Interstate Companies - \$623,963.52.

Key #23234 SIA, US-95, mill and inlay, District 1. High bidder (FPVQ): Interstate Concrete & Asphalt – 9,259 SY.

Key #22787 SIA, FY22 highway luminaires LED update, District 2. Low bidder: Johnson Electrical Contracting - \$161,335.00.

Key #22456, SH-46, intersection East 2000 South, District 4. Low bidder: Summit Construction LLC - \$1,012,132.03.

Key #19993, FY23 roadway & ADA improvements, Pt. 2, Boise area, ACHD. Low bidder: Central Paving Company - \$1,388,591.04.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From July 25, 2022 to August 28, 2022, 34 new professional services agreements and work tasks were processed, totaling \$8,335,167. Three supplemental agreements to existing professional services agreements were processed during this period for \$124,433.

3) Add emergency repair projects to Local Road System. The item is to inform the Board of the Emergency Repair (ER) projects on the Local Road System in District 2. There are five ER

projects to repair damage resulting from extensive rainfall in early June 2022. The projects have been added to FY23 of the FY22-28 Idaho Transportation Investment Program (ITIP).

4) FY23 Financial statements. Revenues to the State Highway Account from all state sources as of July 31 are behind forecast by 6.3%. Receipts from the Highway Distribution Account were \$2.3 million behind forecast. State revenues to the State Aeronautics Fund were ahead of forecast by 87%, or \$190,400. The Department's expenditures were within planned budgets. Personnel costs savings of \$387,000 is due to vacancies and timing. Contract construction cash expenditures were \$32.4 million.

The balance of the long-term investments was \$174.2 million as of the end of July. These funds are obligated against construction projects and encumbrances. The cash balance was \$160.4 million. Expenditures in the Strategic Initiatives Program Fund for July were \$6.7 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$10.7 million for the first month of the sales tax. Funds are from the 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund for select projects were \$1.7 million. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$281,000 for the year.

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 September 6. Idaho received obligation authority of \$512.6 million, after receipt of \$79.5 million redistribution funds on August 29, 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 \$468.4 million. Final FY22 obligation authority is 109.4% of apportionments. As of September 6, 2022, \$552.2 million was allocated with \$128.9 million remaining program funding.

Board's Subcommittee on Adjustments update. Member Kempton reported the Subcommittee met and approved two resolutions yesterday. The relinquishment of US-93 Spur in Challis allows staff to negotiate with Custer County, which is the first step. Member Kempton read the resolution regarding the US-26 relinquishment to Bonneville County in its entirety. It allows staff to present a draft road closure and maintenance agreement to the Bonneville County Commissioners for their approval. The final agreement will go before the Board for final approval, once completed.

Director's Report. Director Stokes reported the Department of Administration selected a contractor for the Chinden Campus Building 3 remodel. CSHQA and McAlvain Construction is the design/build team. Dept. of Administration also hired an appraiser for the sale of the State Street building. Director Stokes stated ITD received \$79 million in FHWA redistribution of

federal funds. It is not new money. It is the remaining portion of funds for FY22. He attributes project readiness and staff for finding ways to allocate the funds.

Other highlights Director Stokes reported on include the expectation of a continuing resolution for FY23 federal allocations through December 16. The Valley Regional Transit was awarded \$8.5 million federal grant for improvements to State Street corridor and Mountain Rides Transportation Authority was awarded a \$12.4 million grant to add transit related infrastructure to SH-75. The local match for that is from planned TECM corridor project components. He remarked it is hard to find local match. ITD's executive leadership team is attending the various advisory council meetings. Recent meetings include the Trucking Advisory Council, Freight Advisory Council and the Dealer Advisory Council. Staff plans to continue participation in their goal to increase external outreach. District crews are assisting in Idaho fires with setting up message boards, providing access to firefighting operations, and closing airfields to avoid conflict with firefighting operations and safety. Executive leadership has also been conducting outreach meetings with ITD managers and supervisors - about 110 out of 200. They are grateful for the employee's great dedication, loyalty, innovation and team work.

Chairman Moad thanked Director Stokes for his report.

Special Award Presentation. Chief External Affairs Officer Mollie McCarty presented the American Association of State Highway Transportation Officials (AASHTO) TransComm Special Recognition Award to former ITD Communication's employee Jeff Stratten. CEO McCarty shared Mr. Stratten began his career at ITD in 1998 and for three decades worked for six directors and governors developing strong communication messaging for the department. Mr. Stratten thanked the department stating it was privilege to be given the opportunity to succeed and fail. He believed in the mission and people of the department and still does.

Chairman Moad congratulated Mr. Stratten.

SH-44, I-84 to Star Road Preliminary Engineering Linkage (PEL) Study. District 3 Engineer Lakey stated they are moving forward with the SH-44 and SH-16 corridor plans which has accelerated quickly with growth and development, and introduced Planning and Development Manager Vincent Trimboli.

PDM Trimboli reported the SH-44 corridor study began in 1999. ITD evaluated nine alternatives and ultimately selected the City of Middleton's recommended south alignment as the preferred alternative to study in the draft Environmental Assessment (EA). In 2021, the City unexpectedly removed the route option from their comprehensive plan putting ITD's study in direct conflict with the locally adopted comprehensive plan. In coordination with FHWA, ITD will reexamine SH-44 corridor in two separate projects moving forward with the eastern portion from Ballantyne Road to Star Road and a review of I-84 to Star Road using the PEL study. FHWA approved separating the projects. The PEL study is in the draft FY23 – FY29 ITIP for \$3 million and should take about 12 to 18 months. The PEL will be the first of three phases. The last two phases environmental clearance/design/R/W and construction are not funded.

In response to Chairman's Moad question if the starting point is within the City, PDM Trimboli responded affirmatively. It is within the City of Eagle.

Member DeLorenzo thanked District 3 for their due diligence in light of having to change course because of the City of Middleton's action to remove the alternate route from their Plan.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB22-59 Department's mission of safety, mobility, and economic opportunity; and

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

WHEREAS, SH-44 serves as a primary east/west corridor providing direct access to downtown Boise; and

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

WHEREAS, the Idaho Transportation Department has recognized a need for agency coordination, alternatives screening, environmental analysis, access control measures and public outreach through a Planning and Environmental Linkage (PEL) Study to narrow possible alternatives for this complex corridor; and

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

NOW THEREFORE BE IT RESOLVED, that the Draft FY2023-2029 Idaho Transportation Investment Program (ITIP) includes the SH-44, I-84 TO STAR RD PEL STUDY, CANYON CO in the Early Development Program at a cost of \$3M, using funds already identified and programmed by District 3 in the Draft FY23-29 ITIP.

Chairman Moad thanked DE-3 Lakey and PDM Trimboli for their presentation.

SH-16, SH-44 to Junction SH-52 Environmental Re-evaluation. Planning and Development Manager Trimboli reported the existing EA was completed in 2004 and the Finding of No Significant Impact in 2005. The rapid growth and new planned developments within the 16-mile area is putting more pressure on SH-16 into Emmett. Prior assumptions and key features for frontage and back roads are no longer practical or buildable. Higher traffic volumes are resulting in increased crashes. SH-16 South. A new connection and transition area from an expressway to an access controlled facility is now necessary with future evaluation for higher capacity intersection or interchange options. Staff will do a significant amount of

community involvement. It will impact Star, Eagle and Emmett. The anticipated cost is \$3 million with a planned 12 to 18 month duration.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB22-60 Department's mission of safety, mobility, and economic opportunity; and

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

WHEREAS, SH-16 serves as a primary north south route; and

WHEREAS, this corridor has seen immense growth; and

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

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

WHEREAS, the Idaho Transportation Department has recognized a need for updating data collection, agency coordination, alternatives screening, environmental analysis, and public outreach through the National Environmental Policy Act (NEPA) Study in order to update the prior Environmental Analysis (EA) completed and approved in 2004 and Finding of No Significant Impacts (FONSI); and

WHEREAS, having a completed NEPA Study provides flexibility and reduces the schedule and timing risks associated with complex projects; and
WHEREAS, having a completed NEPA Study allows for right-of-way acquisition and the construction of individual projects.

NOW THEREFORE BE IT RESOLVED, that the Draft FY2023-2029 Idaho Transportation Investment Program (ITIP) includes, SH-16, SH-44 TO JCT SH-52 ENVIRONMENTAL RE-EVAL, EMMETT NEPA Study in the Early Development Program at a cost of \$3M, using funds already identified and programmed by District 3 in the Draft FY23-29 ITIP.

Chairman Moad thanked staff for their report.

Inflation and rising construction cost trends update. Chief Deputy/Chief Operations Officer Dan McElhinney provided an update on inflation and rising construction cost trends. Some highlights include from April to June 2022, steel mill products increased by 124%. Since

October 2021, there were 72 state infrastructure projects bid totaling \$768 million, 2% under the engineer's estimate. ITD's 90-day look ahead bidding forecast has 39 projects to bid totaling \$145 million. The fuel index from 2021 to 2022 for No. 2 diesel fuel increased from \$1.70 to \$4.08 per gallon and asphalt is up from \$392.5 to \$825.0 per ton. There are also rising costs in metal and concrete unit pricing. CD/COO reported ITD and the Associated General Contractors (AGC) is holding an executive directors meeting in October/November as part of the Contractor Outreach and Partnering efforts to gauge workload capacity for projects 2022 – 2025. Other highlights of ongoing activities taken to mitigate rising construction bids include pre-bid contractor outreach meetings, analyzing national/statewide bids, updating cost data for bid estimates, regular budget updates, and evaluating annual program for adjustments.

Division Administrator Construction & Operations Dave Kuisti reported on how ITD is teaming with industry to meet construction demand. Due to contract allowance specifications for fuel and asphalt (oil) price adjustments, ITD can pay overage cost to help contractors – 10% and 20% respectively. Other highlights include they have seen more volatile supplier bids, change to electronic contract awards resulting in faster online contractor execution – from 45 days to 5 days award and early payment of materials on hand – steel prefabrication. Staff will continue to monitor prices.

In response to Vice Chair Horsch's question regarding if a fine per day is ample for contractors running over contracted time, DA Kuisti responded contracts can include provisions for maximum liquidated damages of \$1500; however, they have focused on shorter contract days and incentives.

In response to Member Kempton's question on a particular style of contracting for awards and penalties, CD/COO McElhinney stated ITD has alternatives such as design, bid, build but have not done many. Staff will continue to consider alternatives. They have seen some shift; however, are not losing time within the fiscal year nor on majority of completion dates. In response to Member Kempton's follow up question regarding contract penalty clauses, DA Kuisti responded the department prefers to offer incentives because some disincentives can lead to larger change orders or other issues. CD/COO McElhinney stated staff will review how liquidated damages are calculated and number of working days.

Chairman Moad thanked CD/COO McElhinney and DA Kuisti for their update.

FFY2022 ITD Redistribution and End of Year Closeout and Local Public Agency End of Year Plan. Program Management Office Manager Randy Gill provided an update on the FFY2022 Redistribution of Federal Formula Obligation Authority (OA) received from the Federal Highway Administration (FHWA). On August 29, 2022, ITD received FFY22 redistribution funds totaling \$79.5 million of which \$44.3 million (without match) exceeded OA by 9.44%. Distribution was made as per the Board's approval last month – 12.6% to locals with population less than 200,000, 6.3% to local rural, 6.3% to local urban and the Transportation Management Area received the federally required amount. PMO Gill reviewed the FFY22 redistribution for the various programs by 100% OA (total funding without match \$35.2 million), above 100% OA (total funding without match \$44.3 million) and total redistribution without match of \$79.5 million.

PMO Gill reported on the FFY22 Redistribution and End of Year Closeout, as shown as Exhibit 552, which is made a part hereof with like effect. The total FY22 funds available to obligate for the State Highway System is \$98.3 million. There is also \$41.3 million available reserve in the FY23 – FY29 ITIP that can be used for cost increases and future advancements. The FY22 Local Public Agencies End of Year Plan broken out by program, as shown as Exhibit 553, which is made a part hereof with like effect. FY23 program changes using FY23 funds available due to redistribution totaled \$21.6 million. The changes are included in the draft FY23-FY29 ITIP. Additional changes made since the last draft ITIP include project removals, additions, delays, advancements, and cost increases.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB22-61 accomplish a current, realistic, and fiscally constrained Idaho Transportation
Investment Program (ITIP); and

WHEREAS, Redistribution of Federal Formula Funds were received by ITD on August 29, 2022 and other Federal Formula Funds were available for the end of year obligation; and

WHEREAS, FFY 2022 Federal Formula Funds had to be obligated and submitted to FHWA by September 21, 2022; and

WHEREAS, the attached Exhibits were executed to meet the required obligation dates and make appropriate changes to the Draft 2023-2029 ITIP; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board ratifies the list of projects presented for advancement, cost changes and advance construct conversion to FY2022, and for changes to projects in the draft FY2023 - 2029 ITIP as shown in the attached exhibits.

Chairman Moad thanked PMO Manager Gill for the update.

Recommended FY23 – FY29 Idaho Transportation Investment Program (ITIP). Senior Planner Colleen Wonacatt presented the recommended ITIP that includes Highways, Public Transportation, and Aeronautics Programs as of September 2022. It also includes summarized preliminary engineering, right-of-way acquisition, and construction costs for each project. Some highlights of changes made since the printing of the recommended FY23 – FY29 ITIP include \$11.6 million for scheduled cost increases to match available funding for State Planning and Research, a program change from Leading Idaho to Supporting Infrastructure Assets, SH-55 McMillan to Bristol Heights project delay to FY24, and changes in the SH-16 Transportation

Expansion & Congestion Mitigation Early Development Program splitting into three individual projects.

In response to Member Kempton's inquiry about capability to index projects by key number, SP Wonacott stated the ITIP is organized by program and then by year with reporting available by program, route and district. Reports are not available to sort by key number. Member DeLorenzo asked if the key numbers can be linked with a search field. Chief Engineer Rindlisbacher stated because the key numbers are assigned randomly, they are not tied to a program. However, he suggested using the interactive map on ITD's ITIP website to search for projects geographically.

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

RES. NO. ITB22-62 WHEREAS, it is in the public's interest for the Department to publish and accomplish a current, realistic, and fiscally constrained 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 2022 Infrastructure Investments and Jobs Act (IIJA) transportation act requires that a fiscally constrained list of projects covering a 4-year minimum be provided in a statewide transportation improvement program; and

WHEREAS, Highways, Public Transit, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2023 - 2029 ITIP; and

WHEREAS, the Recommended FY 2023 – 2029 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2023 - 2029 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained Program; and

WHEREAS, it is understood that continued development and construction of improvements are entirely dependent upon the availability of future federal and state capital investment funding in comparison to the scope and costs of needed improvements.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Recommended FY 2023 - 2029 Idaho Transportation Investment Program (ITIP).

BE IT FURTHER RESOLVED, that staff is authorized to submit the federal version of ITIP (the Statewide Transportation Improvement Program; or STIP) for federal approval in accordance with the provisions of IJJA.

Chairman Moad thanked SP Wonacott for the presentation.

FY24 Appropriation Update. Financial Manager Chris Bray reviewed the final FY24 budget submittal highlighting revisions made since last month. The changes to Administration's budget include the addition of \$999,100 for the Chinden Campus Building 8 temporary lease costs, the removal of \$500,000 for the Extrahop Expansion request, and reduction of \$213,300 for personnel and variable benefits. The Department of Motor Vehicles' and Aeronautics' budgets had reductions in personnel and variable benefits, \$75,000 and \$6,200 respectively. Highway Operations' budget changes include reductions of \$430,000 for first year software support, \$40,500 for equipment reconciliation and \$326,700 for personnel and variable benefits. Additions were \$616,000 for federal spending authority and a FY24 base funding increase of \$276,500. The FY24 adjusted base is \$812.02 million. With Line items and GARVEE and TECM bond debt services, the total FY24 program funding is \$1.23 billion.

In response to Chairman Moad's question regarding additional positions, Director Stokes stated it may be a futuristic endeavor; however, with the current vacancies it is more complex. The rate is less than 5%, but it is a struggle to find eligible applicants. With the historic ITIP approval and additional funding, challenges are in delivering the program but being mindful of sustainability.

Member DeLorenzo commented the hiring challenges also include classifications and pay scales. Director Stokes responded the State is aware and conducting reviews. ITD has been aggressive in implementing some classification changes and acknowledges the complexity.

Chairman Moad thanked FM Bray for the update.

SH-55, Smith's Ferry to Round Valley Construction Task Agreement Extension. Chief Deputy/Chief Operations Officer McElhinney reported per Board Policy 4001, staff is requesting an extension of the consultant task agreement and will provide a project update. The project finished as targeted; however, due to the landslide it created another project that needed to be addressed. The ITD/industry team has delivered the roadway safety project open to traffic as planned in Oct. 2022. The separate landslide at Cut Slope 8 added 100,000 CY and all that has been repaired and removed efficiently.

District 3 Engineer Lakey reported an update on the Smith's Ferry to Round Valley project. Some highlights include the project was challenging due to complex rock blasting with unpredictable site conditions; however, with the team of ITD and Industry experts, the project will open as planned in 2022. The original nine cut slopes is complete and the 100,000 CY excavation from the landslide at Cut 8 is done with ongoing efforts on the slope assessment. New roadway paving and a final rock buttress is underway, and all major construction items will be completed by November 2022. Costs are as projected previously with reserves. Slope Monitoring and slope erosion finishing work will continue through fall and spring as needed.

DE-3 Lakey also reported the additional \$255,000 for the McMillen Jacobs' contract is within the planned budget. Work includes design of erosion stabilization, final slope drainage, and field support. Funding is identified in the end of year plan. Other highlights included information on the Spring 2022 landslide drilling investigation, landslide modeling and analysis, design and stability checks, and the revised plans for flatter slopes at Cut 8 landslide.

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

RES. NO. WHEREAS, the SH-55 Smith's Ferry to Round Valley project (KN1004) is under
ITB22-63 construction; and

WHEREAS, additional geotechnical expertise is needed to help the District team successfully complete long-term slope stabilization and drainage of the landslide surface; 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 \$1,724,500.

Chairman Moad thanked staff for the report.

ITD Technology Services Update, ITS Phase III. Division Administrator Alberto Gonzalez reported on the Information Technology (IT) Modernization Phase III and headquarters' data center relocation to Information Technology Services (ITS). ITD was identified as a good fit for Phase III of the Governor's IT Initiative to modernize and standardize IT delivery that will impact about 40 staff. Some IT functions include network, telephones, cyber security and IT business operations. Some ETS functions not moving to ITS, approximately 65 positions, include headquarters' service desk/center, district IT (except two network techs), and development operations teams. ITD is committed to transparent and regular communication and support throughout the transition. In August, ITD and ITS leadership held a town hall meeting with ETS staff and ITS tours are scheduled for October. Early ITS job posting will begin in January with all affected positions transitioned by July. Some highlights for next steps include taking inventory (826 tasks identified) and service validation and organize ETS for a post Phase III service organization. The data center relocation is in development with a planned 12 to 18 months effort in best practices approach.

In response to Member Kempton's question on how best practices are established, DA Gonzalez stated industry standards are applied and then consideration for unique items. ITD has established many already. Currently, ITS is serving 50 agencies.

Chairman Moad thanked DA Gonzalez for the update.

DMV Annual Activities Update and Skip the Trip. DMV Deputy Administrator Lisa McClellan provided an update of the Department of Motor Vehicles' Skip the Trip efforts and activities. She reported the updated DMV organizational chart. Highlights from DA McClellan's report include in 2021, they exceeded 1.1 million online transactions. Every decision is centered around energy, innovation, and with customers in mind. The biggest goal for Skip the Trip (Save Time Go Online) is to reduce foot traffic by 50% by leveraging authorized providers and renewal by mail. It is convenient, cost less and offers a QR code. Registration centralization when fully implemented will provide a \$5 million savings for customers. ITD and the County Assessors worked collaboratively to assist counties with the transition of service delivery impacts and other critical analysis. In August 2022, they met with the Governor's office, House and Senate Transportation Chairs, Association of Counties and counties. Because county partners will be fiscally impacted by the delivery model, the change is being phased in – October 1, online county administrative fees are no longer charged, and October 1, 2023, renew by mail county administrative fees will not be charged. Some other highlights on DMV activities include a preview of the new DMV portal going live October 1, new driver's license design, hiring challenges – resulting in increases for some positions, working through envelope shortages that led to innovation, enhanced services by Port of Entry, robust stakeholder engagements, and improving customer service through future technology innovations.

In response to Chairman Moad's question regarding if the license plate production issue is resolved, DA McClellan responded the equipment part is replaced and in full operation.

Chairman Moad thanked DMV DA McClellan for her presentation.

Idaho Seat Belt Survey. Highway Safety Manager Josephine Middleton reported the survey is a three-year requirement and that they anticipate changes in the next cycle. A November seat belt mobilization is planned for the 16th or 17th.

Grants Officer Tabitha Smith reported on the recent 2022 seat belt survey. The National Highway Traffic Safety Administration estimates seat belts are 50% effective in preventing fatalities and serious injuries. The Office of Highway Safety partners with public health districts to conduct the observational survey with 20 people counting at 180 sites. The observed usage rate increased from 82.9% in 2021 to 87.6% in 2022. Next steps include targeted campaigns for regions with lower usage rates such as eastern Idaho and younger drivers, and new site selections that can impact over all data.

In response to Chairman Moad's question if staff is tracking cell phone use in a similar way to how seat belt surveys are conducted, HSM Middleton stated they do not conduct observational surveys for cell phone usage.

Chairman Moad thanked staff for their presentation.

Chief External Affairs Officer McCarty announced Josephine Middleton was selected as the new Highway Safety Manager and presented the American Association of Motor Vehicles Administrators (AAMVA) Pace Award to the Office of Highway Safety. The award is in recognition of the Stanley the Sasquatch campaign.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:28 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Thompson 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 1:40 PM.

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

Signed

WILLIAM H. MOAD, Chairman
Idaho Transportation Board

Read and Approved
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Boise, Idaho