

REGULAR MEETING  
IDAHO TRANSPORTATION BOARD

November 17, 2022

The Idaho Transportation Board met at 8:32 AM on Thursday, November 17, 2022, in Boise, Idaho. The following principals were present:

William (Bill) H. 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  
Dan McElhinney, Chief Deputy/Chief Operations Officer  
Tim Thomas, Lead Deputy Attorney General  
Lorraine Dennis, Executive Assistant to the Board

Member Hoff unavoidably had to leave the meeting at 10:30 a.m.

Security Share. Employee Safety & Risk Manager Randy Danner presented safety information on holiday preparation. The message included proper use of ladders, Christmas tree hazard prevention, attentive use of candles, and potential of food poisoning.

Chairman Moad thanked ESRM Danner for the important message.

Board Minutes. Member DeLorenzo made a motion to approve the minutes of the October 20, 2022, seconded by Vice Chair Horsch, and the motion passed unanimously.

Board Meeting Dates. The board approved the 2023 district board tour dates April 19 & 20 - District 4, May 17 & 18 - District 5, June 14 & 15 – District 3, July 19 & 20 – District 6, August 16 & 17 – District 1, and September 20 & 21 – District 2.

Consent Items. Member Kempton 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-  
ITB22-67        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 Idaho Transportation Department FY2022 Annual Report, certification of receipts and disbursements for FY22, US-95 speed zone adjustment between Boekel and

Garwood Roads, consultant agreements and contract to reject.

1) Idaho Transportation Department FY22 Annual Report. Idaho Code, Section 40-316, requires the Idaho Transportation Board to submit an annual report to the Governor on the financial condition and management of the department. No changes were made since last month's draft report.

2) Certification of Receipts and Disbursements for FY22. In accordance with Idaho Code Section 40-708, certification of receipts and disbursements must be approved by the Board, shown as Exhibit 554, which is made a part hereof with like effect. The Controller requests approval to certify ITD's State Highway Fund cash balance \$147,906,200 as of June 30, 2022.

3) US-95 Speed Zone Adjustment Between Boekel and Garwood Roads. Staff requests approval to adjust to a 70 MPH speed zone on US-95 between Milepost 438.000 and Milepost 440.300 due to recent highway improvements and current operating conditions.

4) Request to Approve Consultant Agreements. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #23333 and #23334 – Arrow and Spalding Bridges, Nez Perce County (District 2), for design services of approximately \$5.35 million; and key #22222 – I-15/US-20 Connector, Bonneville County (District 6) - for design service of approx. \$15.2 million.

5) 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 #22411, S. 5<sup>th</sup> Avenue safety improvements, Pocatello, LHTAC(5). Contractor – Sunroc Corp. - \$648,676.50.

#### Informational Items.

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

Key #22404, Lake Road safety improvements, Grangeville Highway District, LHTAC(2). Low bidder: Knife River Corp. - \$1,131,000.00.

Key #19028, Golden Valley Road, 1500 W to 1100 W & 950 W to 900 W, LHTAC(4). Low bidder: Western Construction – \$4,397,410.48.

Key #18973, 1700 S. Road Bridge, Gooding Highway District, LHTAC (4). Low bidder: Braun Jensen – \$2,137,000.00.

Key #22349, SH-33 S. Fork Teton River Bridge repair, District 6. Low bidder: Cannon Builders – \$522,987.30.

Key #22872, Canyon Rd & Fernan Lake Rd guardrail, E. Side Highway District, LHTAC(1). Low bidder: All Rail Construction – \$434,092.00.

Key #20423, FY23 D4, I-84/US-93/US-30 seal coats, District 4. Low bidder: Knife River Corp. – \$3,584,437.35.

Key #20019, STC-3857, Sand Hollow, Oasis to Black Canyon Rd., LHTAC (3). Low bidder: Central Paving Company – \$2,756,376.15.

Key #22254, I-84 FY23 D4 bridge repair, District 4. Low bidder: Coldwater Group – \$1,248,470.75.

Key #20458, I-15/US-20/SH-33/SH-31 FY23 D6 bridge repair, District 4. Low bidder: Cannon Builders - \$3,244,440.73.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From September 26, 2022 to October 23, 2022, 15 new professional services agreements and work tasks were processed, totaling \$7,137,978. Four supplemental agreements to existing professional services agreements were processed during this period for \$347,195.

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

4) Monthly Reporting of Federal Formula Program Funding through November 1. Idaho received obligation authority of \$128.9 through December 16, 2022 via a continuing resolution passed on September 30. It includes \$9.0 million of Highway Infrastructure General Funds carried over from FY20 and FY21 and \$45 million of Infrastructure Investment and Jobs Act (IIJA) Bridge Formula funds. The IIJA was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho will receive apportionments of \$441.4 million. FY23 obligation authority through December 16 is 29.2% of apportionments. As of November 1, 2022, \$105.7 million was allocated with \$140.9 million remaining program funding.

5) FY23 Financial statements. Revenues to the State Highway Account from all state sources as of September 30 are behind forecast by -0.9%. State revenues to the State Aeronautics Fund were ahead of forecast by 73.1%, or \$524,000. The Department's expenditures were within planned budgets. Personnel costs savings of \$2.2 million is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$134.2 million for July – Sept., and total construction expenditures from five different funds sources total \$243.7 million.

The balance of the long-term investments was \$174.7 million as of the end of September. These funds are obligated against construction projects and encumbrances. The cash balance was \$130 million. Expenditures in the Strategic Initiatives Program Fund for first three months were \$25.9 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$31.8 million for the first three months 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 \$20.1 million. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$700,290 for July – Sept. Expenditures for the TECM bond program during this period is \$35.4 million and \$30 million for GARVEE.

Director's Report. Director Stokes reported DMV launched its new portal last month offering new online services with the elimination of county and convenience transaction fees. A record setting 53,437 transactions were made for the month. Other highlights include a SH-3 north of St. Maries ribbon cutting was held last month. Because of soft soils, the project incorporated foam blocking, and is an example of partnership and public input. Staff has engaged in several external partnering meetings ranging from four TECM open houses to three ITD/AGC contractor executive forums. The forums focused on expanding capacity and discussing innovation such as bidding and resources. ITD won an AASHTO President's Award in the Safety category for the Statewide Asset Attribute Inventory program, the State Transportation Innovation Council Excellence Award for Idaho Career Opportunities – Next in Construction (ICONIC), and Transportation Program Manager Amy Schroeder was named winner of ARTBA's Women's Leadership Award in the Lifetime Achievement category.

Director Stokes concluded by acknowledging the challenges employees are experiencing due to a number of factors such as inflation, growth, workloads, and modernization and stated the importance of making sure employees feel valued and recognized for their contributions. Chief Innovation Experience Officer Brenda Williams has been instrumental in leading ITD's Ideal Workplace efforts who also serves as president of AASHTO's Committee on Human Resources.

Chairman Moad thanked Director Stokes for his report.

Employee Service Award Recognition. Chief Innovation and Experience Officer Brenda Williams announced there are 261 employees who are being recognized for reaching 5 to 45 years of service this year. Employees were also recognized at their respective districts. She stated it is the employees who make good things happen, and expressed appreciation to them and their families. The four employees achieving 40 years of service, who were recognized by their supervisors, are Randy Gill, Cynthia Francke, Maryann Thorpe, and Allen Knight.

Chairman Moad congratulated staff and thanked them for their service.

Due to Member Hoff needing to leave early, Chairman Moad advanced the Policy 4028 discussion to the next item where Member Hoff departed afterwards.

Policy Revision to Board Policy 4028 Allocation of Federal Formula Highway Apportionments to Local Public Agencies. Controller Justin Collins provided a high-level review of ITD's funding received from the State Highway Account (SHA), sales tax and strategic initiatives. Policy 4028 pertains to funds received from the SHA, Federal Highway Administration's (FHWA) formula funding. He reviewed the policy background and provided FHWA's suballocated entities by population and the FY23 apportionment table, which requires \$11.1 million for Transportation Management Areas. FHWA's suballocated entities are grouped into three buckets Urban (TMA, large urban areas and small urban areas), Rural (rural areas) and Other (any areas - remaining federal programs and apportionments).

Currently, Policy 4028 shares 12.6% of the net apportionment 50/50 between the Rural LPA and Urban LPA. For illustration purposes, using FY23 apportionments figures, \$22.4 million is shared with rural areas and the \$22.4 million for urban areas is split with \$11.1 million to the TMA and \$11.3 million to large and small urban areas. ITD's proposal using FY23 apportionments, which includes deductions for Carbon Reduction and PROTECT, is based on the latest census data and applied proportionately to the Urban LPA share – 33.6% for TMA (\$7.1M), 42.4% for large urban (\$9M) and 24% for small urban (\$5.05M). The proposal provides an additional \$2.75M for large and small urban areas. ITD would supplement the "Annual Urban Adjustment" from its apportionment share.

In response to Member Kempton's question regarding the application of census data, Controller Collins stated the proposed policy is based on 2010 because the certified 2020 data has not been released. The new census data would change the amount needed for the AUA. Additionally, the annually publishing of FHWA's suballocation table will adjust the AUA on a yearly basis. The gap between the TMA and FHWA allocation table would be addressed by the AUA of \$4M. The \$2.75M for large and small urban areas is on top of the adjustment. In follow-up Member Kempton questioned about the addition of a new TMA, Controller Collins stated there would be more funding available but still based on population and calculated into the Urban LPA share.

In response to Member Thompson's question regarding the inception of the 12.6% share, Director Stokes stated the federal formula originated from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA); however, when the federal highway act expired, ITD made the decision to continue sharing that percentage with the Locals.

Member Hoff thanked staff for their work in making the proposal and approach as fair and equitable as possible.

In response to Member DeLorenzo's question on when the revised policy would go into effect, Controller Collins replied immediately upon board approval.

Chairman Moad stated the Board has been presented the proposed policy changes and a resolution for their review with the intent of taking action at its meeting next month.

Human Resources Annual Report. Chief Innovation and Experience Officer Brenda Williams recognized the HR team and introduced the new Human Resources Officer Sharon Snell. She stated HR's strategy focused on compensation, recruitment and the ideal workplace. Highlights from the annual report include voluntary turnover rates from 2021 to 2022 increased from 6% to 9.4%, the monthly filled headcount in comparison to November 2021 at 1620 FTEs is down to 1576 FTEs in October 2022, and there were 244 new hires – up from 215 in FY21 and 287 separations – up from 219 in FY21. Some compensation highlights reported 523 employees received a \$5,000 retention bonus, step pay rate increases were implemented for transportation technicians and supervisors, and multiple salary and new hire rates were increased. The average employee increase was 12.7%. Strides have been made with a recruitment campaign leveraging social media, creating QR codes, targeted advertising and producing videos. In July,

150 random employees received a survey asking what they like most about their job and what would make ITD an even better place to work, of the latter, compensation ranked highest.

Civil Rights Manager Jessika Phillips reported successes with the National Summer Transportation Institute (NSTI) program with travels in Pensacola, Florida and triple growth sparking nationwide interest with the On-The-Job (OJT) Program. The OJT Program was conducted in Boise, Idaho Falls and Coeur d'Alene with contributions from the corresponding district offices. A testimonial video produced in partnership with ITD and Associated General Contractors CEO Hammon featured some of the graduates.

Employee Safety and Risk Manager Randy Danner reported wing plow incidents increased predominately in District 1 on I-90 up 11 incidents. In response to these incidents, the Safely Navigate Our Winter Program was developed to educate drivers. ITD partners with the high schools to bring the snow plow to the students for hands-on education. Other highlights reported include an unsafe trench corrective action experience, safety coin recognition for staff, and recordable employee injuries, which has seen an incremental decrease since FY19.

Training and Development Manager Frank Decarvalho reported on new statewide training and course curriculum developed this year as many transitioned from online to in-person classroom settings. Some trainings highlighted included leadership communication for staff and executive-senior leadership, facilitating meetings, and 360 management assessment. He also reported ITD's Learning Corner received honorable mention (3<sup>rd</sup> Place) in the "Internal Communication/Employee Communication" category in print media for 2022. It is an international competition with more than 6,000 entries.

Program Supervisor Amanda Regnier reported on technical training effort for the Equipment Operator Training (EOT) Program and various technical trainings. The EOT program had 607 participants that offers 11 certifications, and 233 for the Northwest Safety training on equipment such as service trucks, mobile and overhead cranes, and diggers. ITD maintains a strong partnership with the American Council of Engineering Companies of Idaho who advocates, educates and provides scholarships for Idaho engineering students.

DHR Administrator Lori Wolff provided an update on DHR's Modernization. She recognized vacancies and turnover rates are up and the challenging job market. In conjunction with the LUMA project, efforts are being taken to streamline the application process and make it easier for job seekers to apply. In July 2023, all HR systems will transfer to the LUMA system that represents about 60 departments. Other highlights included DHR has contracted for a Compensation Study that will include Change in Employee Compensation recommendations such as new salary structures for safety, engineering and health care positions. On November 9, employees received an engagement survey that runs through November 30. Directors will receive a summary report.

Chairman Moad thanked staff and DHR Administrator Wolff for their report.

FY2024 Revision #1 Appropriation Request Technical Correction. Controller Justin Collins reviewed the FY24 budget submittal highlighting a recent technical correction. The

capital facilities line item for \$25 million District 4 headquarters was removed reducing the net request to \$41,213,000. The FY24 total appropriation request is \$1.14 billion. With GARVEE and TECM bond debt services, the total FY24 program funding was revised to \$1.22 billion.

Member Kempton commented he understood the Governor's position in respect to sensitivities involved with funds for the District 4 Headquarters office that appear to come from the general fund if proceeds from the Boise Headquarters money were used. Although it has taken 15 years to move it forward, he recognized the building is still in the ITIP.

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

RES. NO. WHEREAS, the timeline of the District 4 site survey and preparation  
ITB22-68 has delayed the need for appropriation in Fiscal Year 2024; and

WHEREAS, the delay of the D4 Headquarters construction will initiate the need for a Technical Correction in the Department's Fiscal Year 2024 Appropriation Request Revision #1; and

WHEREAS, the Board has reviewed the proposed change to the Department's Fiscal Year 2024 Appropriation Request Revision #1; and

WHEREAS, the Technical Correction in the Department's Fiscal Year 2024 Appropriation Request Revision #1 due to the Division of Financial Management deadline for this Technical Correction.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has reviewed the change to the Department's Fiscal Year 2024 Appropriation Request Revision #1, submitted to ratify November 17, 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.

Updated Six-Year Capital Facilities Program. Capital Facilities Manager Tony Pirc provided an update on ITD's building program. Due to significant changes in construction costs, and material lead times, staff is focusing on innovative ways to address needs. The main changes since the draft was presented in August is the delay of the District 4 Headquarter building moving \$25 million from the FY24 to FY25 budget. The total FY24 request is \$48.3 million and \$54.5 million for FY25.

In response to Vice Chair Horsch's question regarding work currently being performed on the District 4 Headquarter site and funding, CFM Pirc responded the National Guard is developing the site adding utility infrastructure and ITD is working with Keller Engineering. They anticipate bids going out again in January/February 2023. As infrastructure continues, ITD will plan to extend those utilities when ready.

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

RES. NO. WHEREAS, the Idaho Transportation Department owns and operates nearly  
ITB22-69 700 office buildings, maintenance buildings/sheds, and yard sites; and

WHEREAS, the annual Facility Management Program is completely funded with department operation funds; and

WHEREAS, the Facility Management Program plans for infrastructure renovation/replacement/maintenance of the building portfolio; and

WHEREAS, the Facility Management Program ensures all facilities comply with State and Federal regulations such as ADA compliance in public buildings; and

WHEREAS, it is in the best interest of the Idaho Transportation Department to approve a 6-year plan to address all of the above-mentioned criteria.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes the Facility Management Program to move forward with submitting the FY24 list of projects in next year's budget request, and continue to plan for future year's projects according to the statements above.

SFY23 Idaho Airport Aid Program. Aeronautics Administrator Jeff Marker reported the funding for the Idaho Airport Aid Program is primarily funded through aviation and jet fuel taxes. Funding allocation for SFY23 was established at \$1 million. Highlights of the program review included funding for seven primary service airports with 6.25% local match and a flat rate and fourteen general aviation airports with 5% local match. There is no FAA funding for community airports – larger airports require 50% match and ITD pays 75% for smaller airport. The program includes airport planning for three small airports and four small emergency projects. The total SFY23 funding request is \$962,561.

In response to Member Kempton's question regarding funding for backcountry airports, AA Marker stated the program prohibits the use of funding for state managed airports. However, ITD was able to use Leading Idaho funds for backcountry infrastructure projects.

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

RES. NO. WHEREAS, the Idaho Transportation Board has the authority to design,  
ITB22-70 construct, reconstruct, alter, extend, repair and maintain state aeronautical facilities; and

WHEREAS, the Idaho Transportation Board has the authority to expend funds for the construction, maintenance and improvement of public owned aeronautical facilities; and



WHEREAS, the Idaho State Legislature approved \$1M for airport improvements; and

WHEREAS, \$1M is designated for Idaho public use community airports using Idaho Airport Aid Program criteria; and

WHEREAS, the Idaho Aeronautics Advisory Board recommended approval of the proposed funding plan at their regular meeting on October 27, 2022.

NOW THEREFORE BE IT RESOLVED, that the Idaho Airport Aid program for state fiscal year 2023 in the amount of \$962,561.00 be approved; and

BE IT FURTHER RESOLVED, the Idaho Transportation Board directs the Division of Aeronautics to issue grant offers for SFY2023.

Utility Accommodation Rulemaking. Governmental Affairs Manager Colby Cameron provided update on HB640 Idaho Broadband Dig Once and Right-of-Way Act rulemaking. The Utility Accommodation Policy is incorporated into IDAPA, Idaho Administrative Code. The UAP provides a framework for managing broadband facilities within the State's ROW and is being updated. Three stakeholder negotiated rulemaking public meetings have been held with the last on September 16. Predominate changes in the UAP were in the definition of terms for highways and some minor changes to Section 8, Wireless Communications. Next steps is to present it as a pending administrative rule to the Idaho Legislature with publication in the January edition of the 2023 Idaho Administrative Bulletin.

Member Kempton provided clarification on UAP, Section 7.1, regarding coordination with the Idaho Broadband Advisory Board and Department of Commerce. He noted Section 7.3 does address concerns he had previously stated regarding final decision-making. In the event a decision is challenged, DAG Thomas stated under IDAPA, there would be an appeals process.

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

RES. NO. WHEREAS, the Idaho Transportation Board and Idaho Transportation  
ITB22-71 Department recognize their role in managing utilities in the State's right-of-way; and

WHEREAS, the Department accommodates private and public utilities in highway rights-of-way in accordance with local, state and federal laws; and

WHEREAS, the Department's Utility Accommodation Policy is incorporated by reference in IDAPA 39.03.43 - Rules Governing Utilities on State Highway Right-of-Way; and

WHEREAS, pursuant to Section 67-5220, Idaho Code, the Department initiated the negotiated rulemaking process and staff held two negotiated meetings and one hearing; and

WHEREAS, the changes being proposed address administrative rulemaking requirements of the 2022 Idaho Broadband Dig Once and Right-of-Way Act, House Bill 0640 as amended by the Senate; and

WHEREAS, broadband network connectivity is crucial to Governor Little's Leading Idaho Initiatives.

NOW, THEREFORE, BE IT RESOLVED, that the Idaho Transportation Board authorizes and directs Department staff to present IDAPA 39.03.43 as a pending administrative rule to the Regular Session of the 67th Idaho Legislature with publication in the January Edition of the 2023 Idaho Administrative Bulletin.

Chairman Moad thanked GAM Cameron for the presentation.

Transportation Expansion & Congestion Mitigation (TECM) Program Update and Bonding Forecast. Transportation Program Manager Amy Schroeder reported on the status of the TECM funded projects within the 13 approved corridors and what is bonded, project readiness and a draft list for the next TECM bond sale. The funds dedicated to these corridors are TECM pay-as-you-go, TECM bonds, TECM one-time, Leading Idaho and new federal aid and other state funds. The following are highlights of the TECM projects by district:

District 1: Washington State Line to Sherman Ave environmental evaluation ongoing, SH-41 to Northwest Blvd design beginning, and I-90/SH-41 Interchange construction on schedule for completion in 2025 using TECM bonds. \$331.8 million is programmed of which \$91.2 million is advertised and under construction.

District 2: US-95 Spalding Bridge – environmental completion anticipated September 2023 and US-12 Arrow Bridge - environmental completion anticipated January 2024. These are the most complex environmental projects in the program. \$345.3 million is programmed for the environmental, design right-of-way and construction.

District 3: SH-16, I-84 to US-20/26 and SH-44. Phase 2, Mainline – two of the three construction projects underway with the third ready in spring 2023. Phase 3, Interchanges – three construction packages scheduled to begin 2024. Of the \$560.4 million programmed, \$131.6 million for design and right-of-way is funded with GARVEE bonds and other federal aid. Centennial Way to Franklin Road is proposed to be included in the next bond sale, and SH-44 Interchange to Centennial Way environmental evaluation is proceeding, for a total of \$124.9 million programmed. Karcher Road Interchange to Middleton Road – proposed to be included in the next bond sale has \$34.3 million programmed. US-20/26 from Middleton Road to Star Road – construction to begin Summer 2024, and I-84 to Middleton Road – on schedule to complete in 2024 and funded with TECM bonds. \$280.8 million programmed of which \$47.3 million is advertised and under construction. SH-55 Farmway Road to Middleton Road – construction begins Summer 2024 and Pear Lane to Farmway Road – design to start next year. \$214.2 million.

District 4: Hailey north to Timber Way – construction begins Fall 2024, and Bellevue north to Hailey – construction starts Spring 2024. \$148.4 million programmed. South Jerome Interchange to Twin Falls Interchange – construction begins Summer 2023 and proposed to be

included in the next bond sale. \$86.3 million programmed. Burley Interchange and Heyburn Interchange – construction on both begins Fall 2024/Spring 2025. \$160.3 million programmed.

District 5: Northgate Interchange to Blackfoot has \$16.6 million programmed for environmental, and alternatives are being summarized for future programming of 5<sup>th</sup> St. Interchange to Northgate Interchange. Northgate Interchange to Fort Hall – construction begins 2024, and I-86/I-15 System Interchange – on schedule to complete in 2024 and uses TECM bonds. \$357.6 million programmed of which \$125.1 million advertised and under construction.

District 6: South St. Anthony Interchange – construction begins Summer 2023 and proposed to be include in the next bond sale. \$31.3 million. US-20/I-15 Interchange has \$40 million for design and right-of-way.

TPM Schroeder reported the total projected funding over the 7-year ITIP is \$2.6 billion using various TECM dedicated funding sources. She provided status of the March 2022 TECM bond utilization. As of November 4, 2022, of the \$216 million allocated for bonding, \$49.7 million has been drawn-down for 10 projects. The Spring 2023 bond sale proposal anticipates \$295 to \$395 million for construction, additional development, right-of-way and 2022 construction costs.

Chief Administrative Officer Dave Tolman reported on the TECM bond forecast reviewing the bonding structure, comparing the bonding funding, sale factors and next steps. Highlights included bond terms for each series is 25 years and are sold as close as possible to contract awards and cash requirements to meet draw-down requirements. The program-wide GARVEE interest rate is 3.40%; however, the rate varied between 4.73% to 2.11%, including refinances. Debt service for GARVEE is \$64 million. For TECM, interest rates as of October 2022, were 5.21% in comparison to 3.10% in December 2021. Debt service is expected to be the full \$80 million. Project readiness and interest rates are a few factors for bond sale consideration. Estimates for Spring 2023 rates is 5.46% (rates were 5.0% as of last night). Next steps are to bring a resolution to the Board in January for a March/April 2023 bond sale.

Chairman Moad thanked staff for the update.

The Board recessed at 11:55 a.m. to have an informal lunch with Trucking Advisory Council. Chairman Moad reconvened the meeting at 1:30 p.m.

Annual Trucking Advisory Council Report. Trucking Advisory Council Chairman John Pocock reported the council met three times this year. Highlights reported included during the March meeting they discussed hay securement. Because legislation would be difficult, they decided to focus on education. They learned more about the Safe Driving Apprenticeship Driving Program. Due to a number of limiting factors, it may not provide the resources they anticipated. In September, the council gave input on trucking parking for the state and their District 4 member volunteered to participate in a truck parking study. He commended DMV staff for helping trucking companies with registrations and making those services available at the Ports of Entry. In today's meeting they addressed US-20 Island Park and being able to garner support for the 4-lane highway, renewing commercial driver's licensing online, and previewed the Office of Highway Safety's crash data dashboards.

Chairman Moad thanked TAC Chairman Pocock for his leadership and the update.

SH-55 Smith's Ferry to Round Valley Update. District 3 Engineer Caleb Lakey reported Cut 8, excavation, blasting, paving, guardrail and striping are all complete. Since the November 2021 landslide, a wire mesh was installed at Cut 8 over an erosion control blanket held down with grid of soil/rock anchors to further support it and a permanent rock buttress for stability. Currently, they are assessing the need to use flexible fences for rock and snow control. Should conditions warrant it, staff is prepared to temporarily close the road, but does not anticipate any lengthy closures. Work is still ongoing on the final slope anchoring and matting, final slope risk assessment, and winter operations planning. Staff is performing avalanche forecasting that takes into consideration topography, snowpack, and triggering events. Forecasting applies historical and real time data to assess instability. At this time, historical data is not available on this stretch of corridor; however, there is for an 11-mile stretch on SH-21 that is 5,500 – 9,000 feet above sea level and for US-12, Lolo Pass. The avalanche team advises on other terrain such as Galena Summit and Lost Trail Pass. There is one potential slide path on SH-55 that staff plans to monitor. It is the same crew for the Banks to Lowman Road/SH-21. Avalanche warning signs will also be installed for driver awareness. DE-3 Lakey concluded safety remains the highest priority on the job, reminded citizens to be prepared when driving Idaho's mountain roads and to check 511 for road conditions and updates. He introduced ITD staff Bill Nicholson who will be conducting the avalanche monitoring.

Member DeLorenzo thanked DE-3 Lakey for doing a great job on such an important safety project and appreciated the information on avalanche preparedness.

Chairman Moad thanked DE-3 Lakey for the update.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 2:00 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Osborn 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.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 3:35 PM at the conclusion of executive session.

Signed

WILLIAM H. MOAD, Chairman  
Idaho Transportation Board

Read and Approved  
December 15, 2022  
Boise, Idaho