

REGULAR MEETING
IDAHO TRANSPORTATION BOARD

March 23, 2023

The Idaho Transportation Board met at 8:30 AM on Thursday, March 23, 2023, in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
James R. Thompson – District 1
Gary Osborn - District 2
Julie DeLorenzo, Vice Chair – District 3
Jim Kempton, Member – District 4
John Bulger, Member – District 5
Scott Stokes, Director Stokes
Dan McElhinney, Chief Deputy/Chief Operations Officer
Tim Thomas, Lead Deputy Attorney General
Lorraine Dennis, Executive Assistant to the Board

The Executive Assistant to the Board took roll call vote for attendance. District 6 Member Bob Hoff participated remotely.

Security Share. Commercial Vehicle Manager Craig Roberts reported the importance of human trafficking awareness and taking action when observing suspicious activity. Of the 5,000 alerts received, 109 were in Idaho that resulted in 35 live saving interventions.

Chairman Moad thanked CVM Roberts for the important message.

Board Minutes. Member Kempton made a motion to approve the minutes of February 23, 2023, seconded by Vice Chair DeLorenzo, and the motion passed unanimously by roll call vote.

Board Meeting Dates. The next meeting is April 19 & 20, 2023, in District 4. Chairman Moad asked the Board to consider moving the July board tour/meeting in District 6 to October due to a number of local conflicts. The Board will revisit the meeting schedule next month.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB23-20 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 Federal Lands Program update to the FY23-29 ITIP.

1) Federal Lands Program update to FY23-29 Idaho Transportation Investment Program (ITIP). The Federal Lands Transportation Program (FLTP) was established to improve the transportation infrastructure owned and maintained by various Federal Lands Management Agencies. The Federal Lands Access Program (FLAP) makes funds available for projects that provide access to, are adjacent to, or are located within Federal Lands with priority given to projects accessing high-use Federal recreation sites or Federal economic generators. The FLAP supplements are state and local resources for public roads, transit systems, and other transportation facilities. On January 12, 2023, the department received program funding and staff proposes to adjust these programs accordingly.

Informational Items.

1) Contract awards and advertisements.

Key #20636, FY23 bridge repair, District 5. Low bidder: Cannon Builders - \$1,123,484.00.

Key #22005, Int. 17th Street & Rollandet, LHTAC(6). Low bidder: Knife River Corp. – \$556,966.00.

Key #22397, guardrail improvements, Lakes Highway District, LHTAC(1). Low bidder: Big Sky Corp. - \$1,340,407.41.

Key #23535, SH-21, Technology Way to Surprise Way, hot seal, District 3. Low bidder: Knife River Corp. – \$626,635.00.

Key #22411, S 5th Ave safety improvements, Pocatello, LHTAC(5). Low bidder: D Co. Concrete – \$247,080.00.

Key #20684/22772, I-90, Osburn to Wallace, District 1. Low bidder: Interstate Concrete & Asphalt – \$17,791,461.54.

Key #19513, Wisconsin St, High St. to US-2, Priest River, LHTAC(1). Low bidder: North Fork Enterprises – \$1,030,376.11.

Key #20536, US-20/26 & SH-44 mill & inlay, District 3. Low bidder: Knife River Corp. – \$7,799,999.00.

Key #20372, I-84, FY23 bridge repair, I-84, District 3. Low bidder: Cannon Builders – \$2,233,418.68.

Key #23797, FY24 striping, District 2. Low bidder: Road Products – 3,870,825FT (FPVQ).

The list of projects currently being advertised was provided.

2) Professional services agreements and term agreement work tasks report. From January 31, 2023 to February 24, 2023, 34 new professional services agreements and work tasks were processed, totaling \$6,673,334. Nine supplemental agreements to existing professional services agreements were processed during this period for \$12,992,286.

3) Monthly report of federal formula program funding through March 1. Idaho received full-year FY23 obligation authority of \$394.2 million through September 30, 2023, via the consolidated appropriations act passed on December 29. OA includes \$9.3 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 received apportionments of \$444.7 million. FY23 obligation authority through September 30, 2023 is 88.7% of apportionments. Allotted program funding is \$426.5M with \$315.4M remaining.

4) FY23 financial statements. Revenues to the State Highway Account from all state sources as of January 31 are ahead forecast by 1.4%; however, revenues in the HDA are down 0.9%. State revenues to the State Aeronautics Fund were ahead of forecast by 52.6%, or \$756,000. The Department's expenditures were within planned budgets. Personnel costs savings of \$4.4 million is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$287.7 million for July – Jan., and total construction expenditures from the five different funds sources total \$490 million.

The balance of the long-term investments was \$176.1 million as of the end of January. These funds are obligated against construction projects and encumbrances. The cash balance is \$133.4 million. Expenditures in the Strategic Initiatives Program Fund for first seven months were \$45.8 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$70.1 million for the first seven months of the sales tax. Funds are from the 4.5% of Sales Tax authorized by the Legislature. Initial receipts of \$13.1 million is committed to debt service. Expenditures in this fund for construction expenses were \$41 million. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled of \$3 million for July – Jan. Expenditures for the TECM bond program during this period is \$59 million and \$60.8 million for GARVEE.

Director's Monthly Report. Director Stokes reported the Joint Finance and Appropriations Committee (JFAC) approved the department's budget with two modifications – reduction to \$2 million for HQ lab design and planning and \$1.20 versus a 4% increase in change in employee compensation. JFAC also approved several budget items resulting in a total investment of \$612.8 billion (\$181.7 million for ITD and \$431.1 million for Locals). Other highlights included new investments totaling \$231.8 million for safety & capacity, airport improvements and the Local grant program.

Director Stokes reported on winter maintenance activities and a new DMV system. Some highlights included with snowpack levels over 100% statewide, ITD's mobility score remains steady despite an increase in winter storms. The department uses 128 Road Weather Information Systems to track winter storm events. Most districts saw a 20 to 40% increase in total storm hours. In comparison to previous years, statewide salt and winter fuel usage has increased, and total cost for fuel is up by 130% from 2021. Because of the 17 snowplow hits this year, staff is increasing outreach to help educate the public. The DMV launched the new E-Notification System for vehicle registration renewals, deployed the driver's license renewals and replacement functions for the DMV portal, and will release the new driver's license design in April. In

conclusion, ITD held a construction partnering workshop training this month in coordination with AGC and introduced the new Construction Partnering Guide.

In response to Member Osborn's question regarding the funds transfer for the Lewiston Port of Entry, Director Stokes stated that it was done.

Chairman Moad thanked Director Stokes for his report.

Legislative Update. Government Affairs Manager Colby Cameron reported all three of the department's legislation passed and was signed by the Governor. Of interest, is the DMV online renewals for commercial driver's license that goes into effect July 1. The department's administrative rule changes were approved by both transportation committees. Throughout the session, staff tracked about 80 pieces of legislation with potential impact to ITD. GAM Cameron also provided an update on other bills of interest such as H132, Strategic Initiatives Grant Program, \$100 million, which was signed by the Governor effective July 1. Legislation regarding the streets around the capitol building is moving forward with anticipated full vote on the senate floor, electric vehicle fees for trucks needs more work and may return next year, and free identification cards (similar to the homeless program) is not moving forward.

In response to Vice Chair DeLorenzo's question regarding why some people receive DMV insurance notices in error, GAM Cameron responded the department obtains a list from the insurance companies that is cross-referenced with the vehicles identification numbers. If a motorist is not on the insured list, a notice is sent; however, he acknowledged some are sent in error.

In response to Chairman Moad's question regarding the HB25 and the management of 5th and 6th streets potentially shifting to the Division of Administration, GAM Cameron stated that is part of the legislation for the streets around the capitol building that extend to the Capitol Mall area.

Chairman Moad thanked GAM Cameron for his update.

Delegation, Valley Regional Transit. District 3 Engineer Caleb Lakey introduced VRT Chief Development Officer Stephen Hunt who presented the State Street Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant update. VRT Hunt provided an update on the coordination, ITD participation, the State Street Transit and Traffic Operations Plan (TTOP), and future funding strategies. In 2019, an executive team was formed comprised of multi-jurisdictional representation. The State Street TTOP analysis was initiated to identify specific transit project concepts along State Street that further the corridor's vision and was the basis for the State Street RAISE grant. Some highlights of the scope of work include 18 bus stop locations improving transit amenities and non-motorized infrastructure including two in ITD right-of-way (Saxton and State, and State and Bogart). The projects in ITD's right-of-way total \$1.8 million and represent 20% of the total RAISE grant budget. In 2022, the TTOP analysis was reevaluated leading to an updated cross-sectional design for HOV designation, bus pull-outs and bike lanes. VRT intends to pursue funding coordination with federal and local sources, along with FHWA and Federal Transit Authority to build out the rest of the corridor.

In response to Vice Chair DeLorenzo's question about how development funding decisions are made with State Street being a State highway, VRT Hunt replied State Street from Glenwood to downtown (east), is under the Ada County Highway District and west of Glenwood is maintained by the State. They are using a coordinated funding process. DE-3 Lakey added the project represents a urban change in vision for the east portion, and the department's contribution to accommodate a bus stop and other improvements is relatively small in comparison to the total grant.

Chairman Moad thanked VRT CDO Hunt for the presentation.

FY2024 Appropriation Request – JFAC Recommendation. Financial Manager Chris Bray provided an overview of the FY24 JFAC recommendations. There were no changes to the FY23 Supplementals in the following requests – Aeronautics - \$35.05 million, Highway Operations - \$11.5 million, and Contract Construction and Right of Way - \$220 million. The FY24 Capital Facilities Enhancements request was reduced from \$25.7 million to \$2 million for the central operations facility design costs. For FY24 Contract Construction and Right of Way Enhancements, the GARVEE bond 2014 debt payment of \$37.5 million was not funded and removed, and \$36 million of the Strategic Initiative Program Local funding was realigned to the Strategic Initiative Program Grant Fund. Also \$45,900 was added for a change in employee compensation to meet JFAC's \$1.20 merit-based increase difference. With \$55.2 million of adjustments to the FY24 base, the adjusted funding total is \$815.07 million. Including \$497.4 million for line items and GARVEE (\$64.9 million) and TECM (\$20 million) bond service, the department's FY24 total program funding is \$1.397 billion with 1,592 positions.

In response to Member Kempton's question regarding the removal of the \$37.5 million in GARVEE bond 2014 debt payment and the FY24 GARVEE bond debt service amount of \$64.9 million, Chief Administrative Officer Tolman clarified the \$37.5 million was recommended for the callable bond portion that was not due until June of next year.

Chairman Moad thanked FM Bray for the report.

FY23 Capital Facility Program Update. Capital Facility Manager Tony Pirc reported the department received an annual \$7 million ongoing budget increase for facilities and an additional one-time \$15.5 million for maintenance. Currently, 218 contracts were executed this year, 10 projects are being bid and all remaining FY23 projects are beginning May 1. Some highlights of the projects scheduled statewide are Clarkia salt shed and site development, Powell replacement maintenance building, renovation for Caldwell maintenance building, Bliss salt storage building, Blackfoot new brine making facility, and employee housing and site developments in Irwin, Island Park and Gibbonsville. Construction will begin this spring for the Aeronautic's Cavanaugh Bay and Johnson Creek caretaker snow roofs. Design of the new the central operations facility, relocating to the northeast corner of the Chinden Campus, is expected to start July 1 to be bid ready by February 2024.

In response to Vice Chair DeLorenzo’s question regarding challenges with transporting materials on airstrip projects, CFM Pirc stated it can be difficult with the short construction season; however, the roads are clear to bring in needed equipment.

Chairman Moad thanked CFM Pirc for the update.

Board Unallocated Funds for US-95, Lower Lewiston Port of Entry Water Supply Project. Capital Facility Manager Tony Pirc presented the Board Unallocated additional funding request for the existing Lower Lewiston Port of Entry project located in Nez Perce County. The water currently being supplied to the building is not fit for human consumption. The project will change connection to the City of Lewiston’s water who will maintain the line. The Lewis-Clark Valley Metropolitan Planning Organization (MPO) approved the project. The project is estimated at \$225,000.

Member Osborn expressed support for the project.

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

RES. NO. WHEREAS, it is in the public’s interest for the Department to publish and
ITB23-21 accomplish a current, realistic, and fiscally constrained seven-year Idaho
 Transportation Investment Program (ITIP); and

WHEREAS, the Idaho Transportation Board is charged with considering the safety and convenience of the highway users; and

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

WHEREAS, ITD staff has worked with the TD&H Engineers to identify options for the Lower Lewiston Port of Entry Water Supply project; and

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

WHEREAS, the Idaho Transportation Board established funding of \$750,000 of Board Unallocated Funds in FY21 for KN23119.

NOW THEREFORE BE IT RESOLVED, that the Board approves an additional \$225,000 be added to the US-95 Lower Lewiston Port of Entry Water Supply project using FY 2023 Board Unallocated Funds.

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves staff to adjust the program and amend the approved FY 2023-2029 Idaho Transportation Investment Program.

Revisions to Administrative Policy 5068, DMV/County Automated Systems. Motor Vehicle Administrator Lisa McClellan reviewed the policy and stated the changes were necessary to reflect current practices that were redefined a few years ago. The changes include establishing objective thresholds for equipment requests based on transaction volume, requiring cybersecurity devices and software to be Payment Card Industry (PCI) compliant, includes specific training, and outlines roles and responsibilities for use of ITD equipment, network and data.

Member Hoff, who chairs the Board's Subcommittee on Policies, expressed his support for the update.

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

RES. NO. ITB23-22 WHEREAS, Board Policy 4067 authorizes the Idaho Transportation Board to set policies for the Idaho Transportation Department; and

WHEREAS, Board Policy 4068 defines the responsibilities of the DMV and County offices regarding sharing motor vehicles and driver's license information; and

WHEREAS, Administrative Policy 5059 defines the ITD System and Information Security; and

WHEREAS, Idaho Technology Authority (ITA) Enterprise Policy- P4000- General Policies requires agencies to protect, manage and mitigate access for agency data; and

WHEREAS, Administrative Policy 5068 has been updated and modernized to protect DMV data and manage assets objectively; and

WHEREAS, the Board's Policies Subcommittee concurred with staff's recommendations at its February 2023 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the revisions to Administrative Policy 5068, DMV/County Automated Systems.

Request to Exceed \$1M Agreement Authority for Transportation Expansion & Congestion Mitigation (TECM) Projects. Chief Deputy/Chief Operations Officer Dan McElhinney provided an overview of Board Policy 4001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts as it relates to the next five board items. He reviewed the purpose statement and specific criteria the director or a delegate is authorized to approve. Agreements, and supplemental agreements including the original agreement, more than \$1 million require the Board to approve an increase of agreement authority. For clarity and simplification, agreements that require board authorization, CD/COO McElhinney stated staff will present those to the Board individually instead of placing them on the agenda's consent calendar.

Member Kempton commented, the chart referencing the TECM projects agreement authorization summary highlights the importance of each project and will aid discussions when the Board receives TECM semi-annual reviews. He further stated the importance of the Board's understanding and having processes in place from an external point of view. He commended staff on creating an excellent summary format.

TECM Program Manager Amy Schroeder reported on the professional services agreement process as it relates to Board Policy 4001 for consultants. She provided detail for each of the following process steps: budget development, consultant selection, scope and labor negotiations, agreement authorization to exceed \$1 million, and agreement execution. She commented, at times, staff has asked for authority prior to agreement negotiations. For the consultant selection step, some highlights included term agreements (pre-approved list of firms by category) are used for services under \$500,000 and anything over, requires the Qualification Based Selection process using a Request for Proposal to solicit and select consultant services. The QBS process allows the firm to describe their unique project qualifications. An independent RFP panel reviews, scores, and provides recommendations for the chief engineer's approval.

In response to Member Bulger's question regarding the composition of a RFP panel, TECM PM Schroeder confirmed, of the five member panel, no more than two members are from the same work group and do not include presiding managers.

TECM PM Schroeder reviewed the I-90, SH-41 to 15th Street as an example to illustrate the complexity of the agreement process that included environmental and design phases starting from 2021 through 2024. She also highlighted projects in Districts 1 and 4 from the TECM Agreement Summary, shown as Exhibit 555, which is made a part hereof with like effect. Of the six projects for board consideration (detailed in the resolution below), three are environmental/design agreements and three construction support services agreements. TECM PM Schroeder reported the status for each project request as to whether it is an initial agreement, supplement agreement (phased approach), or a supplemental agreement with change of scope, and if funds were existing or needed.

In response to a number of Board members expressing their gratitude for the presentation, Director Stokes stated he appreciated their comments, and those from last month, that ultimately created the opportunity to simplify how material is presented. He acknowledged there needs to be more discussions as we move into new stages and to ensure the Board's stewardship is preserved.

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

RES. NO. WHEREAS, the Idaho Transportation Board approved multiple TECM corridors
ITB23-23 and projects to be added to the Idaho Transportation Investment Program (ITIP)
 in May 2021 and others in January 2022 in order to advance the development and
 construction; and

WHEREAS, Board Policy 4001 requires Board approval to exceed \$1 million agreement authority prior to executing a professional services agreement; and

WHEREAS, the first three projects in the table below were intended to be completed using a phased approach; and

WHEREAS, the Board previously approved exceeding the \$1 million threshold in Board Policy 4001 for initial phases of work on the first three projects in the table below; and

WHEREAS, construction support services are needed to balance department resources on the last three projects in the table below.

NOW THEREFORE BE IT RESOLVED, that the Board approves the following list of projects to exceed the \$1 million agreement authorization up to the total amount listed in the table.

PROJECT & KEY NUMBER	PHASE	4001 AGREEMENT AUTHORIZATION	
		ADDITIONAL	TOTAL
I-84, SH-44 to Centennial Way (23341)	Environmental	\$2.5 million	\$4.5 million
SH-75, Bellevue to Broadway Run (23342)	Final Design	\$5.0 million	\$9.0 million
US-95 Spalding & US-12 Arrow Bridges (23333/4)	Environmental & Final Design	\$14.65 million	\$20.0 million
US-20/26, I-84 to Middleton Road (22165)	CE&I		\$3.5 million
I-84, Jerome to Twin Falls (23343)	CE&I		\$10.0 million
I-84, Centennial Way to Franklin Road (23437)	CE&I		\$10.0 million

Request to Approve Existing Professional Services Agreement, KN 20675, Dist. 4. State Design Engineer Monica Crider requested additional professional services agreement authority for the I-84, Kimberly Interchange, SH-50, in Jerome County performed by HDR Engineering. She stated the department inadvertently initiated the agreement prior to seeking Board approval that exceeded existing authority by \$48,205. Additional funding is to cover the full amount for engineer of record (EOR) services (\$245,929) to complete Phases 1 and 2. The total agreement amount is \$1,848,205.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board approval to

ITB23-24 exceed \$1 million agreement authority prior to executing a professional services agreement; and

WHEREAS, District 4 will administer the project; and

WHEREAS, the Board has approved agreement authorization up to \$1,800,000 at the October 2020 Board meeting; and

WHEREAS, the latest agreement for engineer of record services was initiated PRIOR to Board approval; and

WHEREAS, staff recognizes the error and requests Board approval to ratify previously approved agreement authority.

NOW THEREFORE BE IT RESOLVED, that the Board has reviewed the agenda item and approves Project No. A020(675), I-84, Kimberly Interchange, (SH-50) Jerome Co. to exceed the \$1 million agreement authorization up to \$1,848,205, which is \$48,205 over the prior October 2020 Board authorization approval.

Request to Exceed \$1M for Professional Services Agreement, KN 23096, Dist. 1. State Design Engineer Crider presented the request to exceed professional services agreement authority for LHTAC's Lakeshore Connection Planning project in Ponderay performed by Welch Comer & Associates. The scope is to complete plans, specifications and estimate (PS&E) level design for the bicycle and pedestrian tunnel under the BNSF railroad as well as new pathway to connect the existing to Pend d'Oreille Bay trail. Including design and EOR services, the total agreement authority is up to \$1.34 million.

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

RES. NO. ITB23-25 WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million; and

WHEREAS, Local Highway Technical Assistance Council (LHTAC) manages this project.

NOW THEREFORE BE IT RESOLVED, that the Board approves increasing the total authorization for design consultant services on the Lakeshore Connection Planning, Ponderay project (Key Number 23096) to \$1.34 million.

Request to Exceed \$1M for Professional Services Agreement, KN 20243 and KN20438, Dist. 6. State Design Engineer Crider presented the request to exceed professional services agreement authority for LHTAC's 45th E., Sand Creek Bridge & Willow Creek Bridge project in Bonneville County performed by Keller Associates. The project replaces two deficient bridges to current designed standards. Including design and EOR services, the total agreement authority is up to \$1.30 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-26 professional services agreements that exceed \$1 million; and

WHEREAS, Local Highway Technical Assistance Council (LHTAC) manages
this project.

NOW THEREFORE BE IT RESOLVED, that the Board approves increasing the
total authorization for design consultant services on the 45th E., Sand Creek
Bridge & Willow Creek Bridge, Bonneville County project (Key Numbers 20243
& 20438) to \$1.30 million.

Request to Exceed \$1M for Professional Services Agreement, KN 23028 and KN22435,
Dist. 1. State Design Engineer Crider presented the request to exceed professional services
agreement authority for LHTAC's Prairie Ave., Meyer Rd. to SH-41 and Hayden Ave & Meyer
Rd Intersection project in District 1 performed by JUB Engineers. The projects were divided into
two phases. Phase 2 includes survey, utility coordination and final design for both projects.
Including design and EOR services, the total agreement authority is up to \$1.34 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-27 professional services agreements that exceed \$1 million; and

WHEREAS, Local Highway Technical Assistance Council (LHTAC) manages
this project.

NOW THEREFORE BE IT RESOLVED, that the Board approves increasing the
total authorization for design consultant services on the Prairie Ave; Meyer Rd to
SH-41 and Hayden Ave & Meyer Rd Intersection project, Post Falls HD (Key
Numbers 23028 & 22435) to \$1.34 million.

Board Unallocated Funds for US-95 Culvert Rehabilitation, MP422.9. District 1 Engineer
Damon Allen presented a request for Board Unallocated Funds to provide repair and
rehabilitation of the culvert and road on US-95 MP 422.9. The 60" corrugated metal pipe is 208'
long and 30' deep crossing US-95 and the local highway district frontage Putnam Road. The loss
of material is also causing the road to sink at the roadway surface. Staff is in coordination with
the Kootenai MPO. The project is estimated at \$750,000.

Member Thompson expressed his support for the project.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and

ITB23-28 accomplish a current, realistic, and fiscally constrained seven year Idaho Transportation Investment Program (ITIP); and

WHEREAS, the Idaho Transportation Board is charged with considering the safety and convenience of the highway users; and

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

WHEREAS, ITD is prepared to incorporate this project into the approved 2023 ITIP; and

WHEREAS, ITD will coordinate with the Kootenai MPO staff to amend the regional Transportation Improvement Plan.

NOW THEREFORE BE IT RESOLVED, that the Board approves \$750,000 of FY23 Board Unallocated Funds per Board Policy 4076, for the rehabilitation of a culvert and repair of the roadway US-95 MP 422.9.

BE IT FURTHER RESOLVED, that the Board authorizes staff to add the project to FY23 of the approved FY 2023 – 2029 ITIP accordingly.

Board Unallocated Funds for Culvert Repairs Under SH-45 in Nampa. District 3 Engineer Caleb Lakey presented a request for Board Unallocated Funds to design and repair the SH-45, Elijah drain culvert in Nampa. The 6' in diameter culvert crosses SH-45, has water passing through year-round and is located in a heavy urban traffic area. At this time, repair details are unknown. The design and construction are anticipated to be more complex. Staff is in coordination with the City of Nampa. The project is estimated at \$1,000,000.

Vice Chair DeLorenzo expressed her support for the project.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB23-29 accomplish a current, realistic, and fiscally constrained seven year Idaho Transportation Investment Program (ITIP); and

WHEREAS, the Idaho Transportation Board is charged with considering the safety and convenience of the highway users; and

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

WHEREAS, the Elijah Drain Culvert crossing of SH-45 is in need of significant culvert repair; and

WHEREAS, ITD is prepared to incorporate this project into the approved ITIP.

NOW THEREFORE BE IT RESOLVED, that the SH-45, Elijah Drain Culvert repair project in Nampa be added to the ITIP at a cost of approximately \$1,000,000 using FY 2023 Board Unallocated Funds.

BE IT FURTHER RESOLVED, that the Idaho Transportation Board authorizes staff to adjust the program and amend the approved FY 2023 - 2029 Statewide Transportation Investment Program accordingly.

FY23 Distribution of Highway Infrastructure Bridge Funds. Program Control Manager Colleen Wonacott reported the department received \$18.1 million of FY23 Federal General Fund allocation for Highway Infrastructure Bridge Funds. In February and August 2022, the Board allocated 35% to Local Bridge Programs and 65% to State Highway Bridge Programs. Staff proposes to allocate these Bridge Replacement and Rehabilitation Funds through the same percentage methodology – 35% Local Bridge Program (\$6.4 million) and 65% State Highway Bridge Programs (\$11.8 million).

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

RES. NO. WHEREAS, it is the intent of the Transportation Board to effectively utilize all
ITB23-30 available federal, state, local and private capital investment funding; and

WHEREAS, the Idaho Transportation Department (ITD) has received \$18,145,733.00 in FY2023 Federal General Fund Highway Infrastructure Program Funds under the Department of Transportation Appropriations Act, 2023, (Bridge Replacement and Rehabilitation Program); and

WHEREAS, ITD proposes to allocate these Bridge related funds following the Board Resolutions made at the February 2022 and August 2022 board meetings; and

WHEREAS, ITD proposes to allocate 35% of the funds to the Local Bridge Program which is managed by the Local Highway Technical Assistance Council, and 65% to the State Highway Bridge Preservation and Restoration Programs.

NOW THEREFORE BE IT RESOLVED, that the Board approves the FY2023 Federal Highway Infrastructure Program Funds under the Department of Transportation Appropriations Act, 2023, (Bridge Replacement and Rehabilitation Program) allocation plan.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 11:15 AM 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 ended executive session at 12:49 PM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting.

Signed

WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Read and Approved
April 20, 2023
Shoshone, Idaho