

REGULAR MEETING  
IDAHO TRANSPORTATION BOARD

August 16 - 17, 2023

The Idaho Transportation Board met at 10:15 AM on Wednesday, August 16, 2023, in Coeur d'Alene, Idaho. The following principals were present:

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

District 6 Member Bob Hoff was not present.

District 1 Tour and Outreach Workshop. The Board toured the I-90 Interchange Transportation Expansion & Congestion Mitigation (TECM) project. Staff provided project information onsite. Following the tour, the Board convened at the Hampton Inn for the Outreach Workshop with local transportation officials.

Chairman Moad and Member Thompson welcomed participants of the Idaho Transportation Investment Program (ITIP) Outreach Workshop. Director Stokes gave opening remarks focusing on the Idaho Transportation Department's (ITD) vision and what it means to invest with purpose, the local grant program, and expectation for the afternoon. District 1 Engineer Damon Allen facilitated the workshop. Participants had time to review several project displays arranged around the room and interact with staff and the Board. They reconvened to hear presentations from ITD staff. CD/COO McElhinney and DE-1 Allen presented on TECM and local projects and district priorities. Motor Vehicle Administrator Lisa McClellan gave an update on DMV, Aeronautics Administrator Tom Mahoney presented information on aeronautics, and Transportation Planner Shauna Miller provided an overview on Public Transportation. Chief Administrative Officer Dave Tolman provided an update on policy directives for Locals, and Local Highway Technical Assistance Council (LHTAC) Administrator Laila Kral reviewed funding opportunities for Locals. The Workshop concluded with an open form for local transportation officials to ask questions and share comments. CD/COO McElhinney offered to meeting with SH-97 attendees on Friday at Carlin Bay to discuss solutions to concerns they raised.

WHEREUPON, the Idaho Transportation Board's tour and workshop recessed at 3:50 PM.

August 17, 2023

The Idaho Transportation Board convened at 8:30 AM on Thursday, August 17, 2023, at the District 1 office in Coeur d'Alene, Idaho. Members and principals from previous day were present with the exception of CD/COO McElhinney who attended the Governor's Capitol For A Day event in St. Maries. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Shop Superintendent Dustin Chase reported the importance of vehicle equipment awareness and performing visual inspections. He reviewed some key check points such as lug nut torque, dragging breaks and tire condition.

Chairman Moad thanked SS Chase for the important message.

Board Minutes. Member Thompson made a motion to approve the minutes of July 19, 2023, seconded by Member Osborn, and the motion passed unanimously.

Board Meeting Dates. The next meeting is September 20 & 21, 2023 in Lewiston. The board will review proposed meeting dates and schedule the first quarter of 2024 next month.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB23-82 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 DFM Performance Report, FY23 uncollectable accounts write offs, adding the FY23 RAISE Grant projects to the FY23-29 ITIP, adjustments to the Local Highway Safety Improvement Program in the FY23-29 ITIP, FY23 Local Public Agencies End-of-Year Plan and project list, contract award, and contracts to reject.

1) FY23 Division of Financial Management Performance Report. Idaho Code 67-1903 & 67-1904 requires all state agencies to submit an annual performance report to the Division of Financial Management by September 1. The required elements include an overview, core functions, revenue and expenditures, key services and performance measures. There were no changes made from last board meeting.

2) FY23 uncollectable accounts write offs. Department policy requires all uncollected accounts exceeding \$1,000 be reviewed and approved for write off by the Board, shown as Exhibit 558, which is made a part hereof with like effect. In FY23, there were 21 accounts totaling \$70,157.80 over that threshold and 24 under \$1,000 totaling \$8,730.83.

3) Add FY23 RAISE Grant projects to the FY23-29 Idaho Transportation Investment Program (ITIP). Idaho received Reconnecting, Accessibility, and Improving Safety and Equity (RAISE) Grant funding for two projects totaling \$7.75 million. Funding is for a McCall SH-55 and Deinhard-Boydston corridor design and a North Portneuf Crossing.

4) Adjustments to the Local Highway Safety Improvement Program. The Local Highway Technical Assistance Council (LHTAC) is requesting to adjust the LHSIP program by delaying \$428,000 for FY24 City of Ponderay project and adding two projects to FY23. The FY23 projects are for guardrail improvements (\$112,000) and 3000 E & Foothill Road curve (\$316,000).

5) FY23 Local Public Agencies End-of-Year Plan and project list. Currently, Idaho has received 89% of annual obligation authority for the Federal-Aid Local Highway Program. Local public agencies have remaining federal funding available with match for the various programs. If FY23 redistribution is made available, ITD staff will obligate the additional local share of OA based on prioritized projects provided by the local public agencies.

6) Contract award. The low bid on the following project is more than ten percent over the engineer's estimate, requiring justification. On key #23815 SIA, FY24 striping, District 6, main difference between the low bid and engineer's estimate is for traffic control and mobilization. The District does not believe re-advertising the project would result in lower bids and recommends awarding the contract. Low bidder: Idaho Traffic Safety - \$469,649.48.

7) Contracts to reject. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate for key #21842 SIA, FY23 interstate striping, I-84, District 4. Contractor – All Rail Construction - \$1.319 million. Key #20383, 6<sup>th</sup> Street, S. Fork CDA River Bridge, LHTAC(1). Contractor – Hamilton Construction, \$5,286,553.70.

#### Informational Items.

1) Contract awards and advertisements. There was one ITD contract awarded that did not require Board approval from July 1 – 31, 2023. From October 1, 2022 to July 31, 2023, 75 ITD and 16 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From June 26, 2023 to July 23, 2023, 26 new professional services agreements and work tasks were processed, totaling \$6,699,527. Eight supplemental agreements to existing professional services agreements were processed during this period for \$6,305,847.

3) Monthly report of federal formula program funding through July 31. Idaho received full-year FY23 obligation authority (OA) of \$395.7 million through September 30, 2023, via the consolidated appropriations act passed on December 29. OA includes \$10.8 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. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$446.2 million. FY23 OA through September 30, 2023 is 88.7% of apportionments. Allotted program funding is \$426.5 million with \$100,360 million remaining.

4) Administrative settlements semi-annual report. During the semi-annual period of January 1, 2023 through June 30, 2023, ITD processed 44 parcels. Of the 44 parcels, 16 had an administrative settlement totaling \$6.1 million.

5) Non-Construction professional service contracts. Board Policy 4001 states, 'Each month the Chief Administrative Officer shall report to the Board all non-construction professional service agreements entered into by the Department during the previous month.' One agreement was executed: Wildlife Connectivity Institute for identification of wildlife vehicle conflict - \$100,000.

6) FY23 return check report. There were 133 returned checks in FY23 totaling \$147,814 – up by \$10, 616 from last year. ITD's collection rate is 89.7%. There was a substantial increase in the total value of returned checks due to the DMV centralization processing of all renewals by mail that are now coming to ITD instead of the counties.

Adopt-A-Highway. Member Thompson presented the AAH award to Dave and Barbara Childs. The couple adopted US-95 from mile post 426 to 427, south of Coeur d'Alene. They volunteer with the hopes that others see the importance of not littering and to inspire others. The Childs' thanked ITD and the Board for the award.

Chairman Moad thanked the Childs for their dedication.

Director's Monthly Report. Director Stokes reported he and the executive team have been meeting with District 1 employees these past few days and thanked them for their efforts and hard work. He spoke of the value of external engagement and public involvement that leads to better connections with Idaho communities and partnerships with stakeholders. Director Stokes outlined examples of various stakeholder engagements and partnerships where the department received thank you letters for staff's efforts. Some highlights included staff who helped with District 3 flagging operations when a bus incident occurred on State Highway 55, partnership with AGC on the new asphalt paving specifications, partnership with Poe Asphalt on roadway improvements on Highway 64, and finding solutions to traffic challenges at the intersection of Highway 75 (Ohio Gulch) and the numerous meetings held. He also reported on the partnership with the Department of Education – STEM Workshop where lesson plans were based on ITD crash data, stakeholder engagement between ITD's DMV and Idaho State Police, and creative solutions for the Hidden Valley section of SH-53 between Rathdrum and state line. He concluded by stating the department continues to help educate the public in outreach meetings on ITD's best practices and advocate for local improvements through strong partnerships with stakeholders.

District Engineer Report: District 1 Engineer Damon Allen presented his annual district update with an emphasis on performance, ongoing and future construction, partnerships and project awards. Some highlights included 92% of the projects awarded were within the engineer's estimate for FY22. The district recovered \$1.3 million in damaged state property claims. There were 314 permits processed – up 35 from last year. In comparison to last year, the number of storm events increased by 43%. Construction is ongoing for the I-90, SH-41 Interchange, I-90 eastern projects, US-2 underpass, and US-95 McArthur Lake Bridge. Future construction is under development for the I-90 corridor study, US-95 Sagle to Long Bridge, and SH-53. The district received awards for the US-95, Granite North and SH-3 Goosehaven Road projects. New striping methods on US-95 in Coeur d'Alene are being tested. DE-1 Allen concluded by recognizing the 2023 Rodeo winners in his district.

Transportation Expansion & Congestion Mitigation (TECM) program readiness and concept of adding next highest-priority projects. TECM Program Manager Amy Schroeder reviewed key TECM project milestones, various funding types, risk assessment results, project readiness and next steps. Some highlights included, this year, there was a second TECM bond sale for \$398.6 million, and seven additional projects delivered for construction. The total projected funds dedicated to TECM corridors through the FY30 ITIP is approximately \$2.81 billion. Based on a risk analysis on cost probability, the total TECM program confidence levels that range from 50% to 70% equate to \$2.88 billion and \$2.98 billion respectively. In the event additional funds become available, project readiness is key to advancing projects. TECM PM Schroeder provided detail on four next-highest priority projects recommended for advancement along with design and right of way costs and potential funding sources. The four projects are Northwest Blvd Interchange replacement, SH-44 (exit 25) Interchange, Pear Lane to Farmway Road, and Blackfoot area widening (exit 89-93). Next steps are to garner stakeholder feedback, seek board approval to add projects to the ITIP next month, coordinate with planning organizations as necessary, and to negotiate design agreements and begin design.

In response to Member Kempton's question regarding the risk assessment analysis confidence levels range, TECM PM Schroeder replied the department recommends using between the 50<sup>th</sup> - 70<sup>th</sup> percentile in the upper half of the range.

Member Thompson asked about which TECM projects are going out for bid, TECM PM Schroeder stated they are the I-84, Karcher Road IC; SH-16, Franklin Road to Ustick Road; and I-84, Centennial Way to Franklin Road.

North Idaho DUI Taskforce. Communication Manager John Tomlinson reported on the number of traffic fatalities to date (159) in comparison to last year (129).

Public Information Officer Heather McDaniel provided an update on North Idaho DUI Task Force community outreach. The Task Force was established in 2019 and has since expanded to include representation from 15 agencies regionwide from county sheriff's office and police departments. Their purpose is impaired driving prevention through education and awareness to shift behaviors. They hold various community events such as meet & greets, mock

DUI crashes and virtual ride-alongs. Because they do not have dedicated funding, the Task Force leverages social media to post safety messages, do educational outreach and share advance notice of planned enforcement activity. They have formed a number of partnerships including rideshare opportunities working with local alcohol distributors and Uber and Lyft.

In response to Member Osborn's question regarding use of breathalyzers at events and cost, PIO McDaniel stated they do make the disposable tests available; however, funding is difficult on a large scale. She will research cost and provide that information to the board.

ITD's annual administrative rules review update. Policy Specialist Brendan Floyd recapped last legislative session's changes that included CDL online renewals that have been in effect since July 1. He reported the department's annual administrative rule review is in line the Governor's zero-based regulation executive order over a five-year period to remove unnecessary restrictions. The effort is focused on general cleanup and consolidation. There have not been any adverse impacts to industry. Three rulemaking meetings have been held. Edits included elimination of nine rule chapters and reduction of about 10,000 words. Staff will provide a draft rule language in October for the board's review.

State fiscal year-end 2023 financial statement. Controller Justin Collins reported on ITD's FY23 fiscal year-end financials. He reviewed revenue and expenditure trends for the State Highway Account (SHA), contract construction and Aeronautics (AERO) Funds, and the Transportation Expansion & Congestion Mitigation (TECM) and Strategic Initiatives Program Funds (SIPF). Some FY23 highlights included forecasted revenues were slightly higher and actuals. In comparison to FY22, SHA contract construction expenditures were up from \$369.9M to \$429.8M. Contract construction for all funds are up 40%, \$218M, from last year - noting completion of project delivery. Aviation fuel revenue for the AERO fund exceeded forecasts by \$1.1M and expenditures reflected increases due to additional Leading Idaho funds received. TECM expenditures were \$57.4M leaving a balance of \$196.5M as of June 20, 2023. In comparison to FY22, TECM revenue increased from \$80.6M to \$90.2M. The increase includes interest and cigarette tax receipts. The FY23 SIPF balance is \$141.5M that does not include transfers of \$120M for projects administered by LHTAC. Finally, expenses on projects for GARVEE was \$79.8M and \$118.6M for TECM projects.

In response to Member Kempton's question regarding the forecasted federal aid AERO Fund revenues (\$668.5M) in comparison to actuals (\$206.8M) and if it is tied into project readiness, Controller Collins stated it is based on timing of those federal dollar reimbursements. Director Stokes clarified the nature of how the department operates with the Federal Aviation Administration (FAA) is different than highways. The department has a statewide master plan; however, they do not implement the projects. They work with community airports to help advance their projects.

August 2023 revenue forecast & proposed FY25 appropriation request. Economist Bob Thompson reviewed the FY25 August 2023 revenue forecast for the State Highway Account, Strategic Initiatives Program Funds (SIPF), TECM and Aeronautics. Some highlights included the

SHA includes federal, state, local and interagency funds. Federal revenue is based on apportionments set through the Infrastructure Investment and Jobs Act (IIJA). Federal Highway Administration (FHWA) revenue for the FY25 forecast is \$402.46M compared to \$498.86M for FY24. Total forecasted revenue for the SHA is \$841.79M. Forecast for the SIPF is \$193.1M that includes ITD and Locals share, and \$97.32M for TECM. The Aeronautics fund forecast is slightly up from FY24 from \$4.17 to \$4.22M. In comparison to FY24, the grand total revenue forecast is lower from \$1.220M to \$1.137M for FY25. Economist Thompson reviewed the revenue and funding outlook some highlights included state fund growth rates increase 1.4% in FY25. The 2023 legislature appropriated \$402.8M from the general fund for the SIPF, of which \$100M is for the strategic initiative grant program, and \$35M was transferred to the AERO fund in FY23. Any excess of the \$80M dedicated for TECM goes to the locals.

Financial Manager Chris Bray reviewed the department’s FY25 budget request that included the FY24 supplementals, FY25 line items, health and benefit costs, and replacement equipment. Some highlights included there is only one FY24 supplemental request for \$38.5M for the headquarters relocation. There are 11-line items included in the budget request totaling \$155.6M - \$150.2M are one-time and \$5.4M for ongoing. Since the June board meeting, the line item requests net increase was \$35.6M, which is predominately from contract construction right-of-way fund that aligns spending authority to the level of projected funding available. Idaho First funds that are not a line item but a continuous appropriation, makes available \$212.2M for road and bridge maintenance and \$99.7M for safety and capacity projects. Health and benefits costs increased from \$1.03M to \$1.1M, and replacement equipment decreased from \$51.3M to \$50.1M. The budget request includes 53 new full-time positions bring the total to 1645 FTPs. With GARVEE and TECM debt service and Idaho First funding, the department’s total program funding request is \$1.271 billion – up \$35.7M from the June board meeting.

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

RES. NO.           WHEREAS, the FY2025 Department Budget Request will be prepared in  
ITB23-83           accordance with instructions in the Division of Financial Management’s Budget  
Development Manual; and

WHEREAS, the Board has reviewed the Proposed FY2025 Budget Request  
Summary.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board has reviewed  
the budget request estimates reflected in the Department Summary and  
Certification, submitted for approval August 17, 2023, and authorizes the  
estimates and guidance provided to serve as the basis for the FY2025 budget  
request submitted to the Division of Financial Management and Legislative  
Services Office.

Agreement authority to exceed limit for E. Oneida Street project, Preston. State Design  
Engineer Monica Crider presented the request to exceed professional services agreement

authority for the E. Oneida Street project by Keller Associates. The scope is for additional construction engineering and inspection services due to settlement delays and flooding from when construction began in 2018. Previous agreements total \$920,630. With additional CE&I services, the total agreement authority will be up to \$1.4 million for this project.

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

RES. NO.        WHEREAS, Board Policy 4001 requires the Transportation Board to approve  
ITB23-84        professional services agreements that exceed \$1 million; and

WHEREAS, Local Highway Technical Assistance Council (LHTAC) will administer this project; and

WHEREAS, funding has been identified and is obligated for this agreement.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves Project No. 11244, STC-1739, E. Oneida St., Preston, to exceed the \$1 million agreement authorization for consultant services up to \$1,400,000.

Agreement authority to exceed limit for Franklin Blvd. and 3<sup>rd</sup> N. freight improvement project, Nampa. State Design Engineer Crider presented LHTAC's request to exceed professional services agreement authority for the Franklin Blvd. and 3<sup>rd</sup> N. freight improvement project by Parametrix. The scope is for Phase 2 plans, specifications, and estimate level design, which was negotiated at a higher amount than anticipated in June. The total agreement authority for Phase I (\$168,481), Phase 2 (\$1.99 million) and engineer or record services (\$150,000) will be up \$2.3 million. The Freight Program is contributing \$900,000.

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

RES. NO.        WHEREAS, Board Policy 4001 requires the Transportation Board to approve  
ITB23-85        professional services agreements that exceed \$1 million; and

WHEREAS, Local Highway Technical Assistance Council (LHTAC) will administer this project; and

WHEREAS, the Board has approved agreement authorization up to \$1,550,000 at the June 2023 Board meeting; and

WHEREAS, the agreement will not be written until the funding has been scheduled and obligated.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves Project No. 22103, Franklin Blvd. & 3rd N. Freight Improvement, City of Nampa, to exceed the \$1 million agreement authorization for consultant services up to \$2,310,000.



Agreement authority to exceed limit for SH-53, Pleasant View Interchange project, Kootenai County. State Design Engineer Crider presented the request to exceed professional services agreement authority for SH-53 Pleasant View Interchange project by HDR. The scope is to bring the project to 2023 design standards. The original agreement (\$1,915,200) was signed in 2011, but was put on hold until funding could be identified. With the additional supplemental funding, the services will bring the total agreement amount to approximately \$3.3 million.

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

RES. NO.        WHEREAS, Board Policy 4001 requires the Transportation Board to approve  
ITB23-86        professional services agreements that exceed \$1 million; and

WHEREAS, District 1 will administer this project; and

WHEREAS, the Board has approved agreement authorization up to \$3,100,000 at the October 2019 Board meeting; and

WHEREAS, the agreement will not be written until the funding has been scheduled and obligated.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves Project No. 10005, SH-53, Pleasant View Interchange, Kootenai County, to exceed the \$1 million agreement authorization for consultant services up to \$3,300,000.

Agreement authority to exceed limit for US-20, Chester to Ashton project, Fremont County. State Design Engineer Crider presented the request to exceed professional services agreement authority on the US-20, Chester to Ashton project by WHPacific, DBA NV5. The project is to construct two new interchanges and upgrade to a four-lane divided highway. Additional services are needed to complete plans, specification and estimate design work that brings the total agreement amount to \$3,960,597.

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

RES. NO.        WHEREAS, Board Policy 4001 requires the Transportation Board to approve  
ITB23-87        professional services agreements that exceed \$1 million; and

WHEREAS, District 6 will administer this project; and

WHEREAS, the Board has approved agreement authorization up to \$2,600,000 at the September 2020 Board meeting; and

WHEREAS, funding has been identified and is obligated for this agreement.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves Project No. 20053 & 22163, US-20, Chester to Ashton, Fremont County, to exceed the \$1 million agreement authorization for consultant services up to \$3,960,597.

FY24-30 draft Idaho Transportation Investment Program outreach results. Public Information Officer, Sr. Angie Heuring provided a summary on the draft ITIP public outreach results. She reported on the avenues used to promote public comments and responses plus a breakdown of comments received statewide by district. Some highlights included new this year, was the use of QR codes for print ads, the department received coverage from 10 different new news outlets, the average email open rate from two email blasts was 34%, and the overall social media reach was 86,735. Staff is in the process of finalizing responses to the public comments to meet their September 1 deadline. In comparison to last year's 178 public comments, this year increased to 461 with 374 received from the interactive map and comment portal. Most comments were project-specific and based on safety and traffic congestion.

In response to Chairman Moad's question about a call-in option to receive public comments, PIO Sr. Heuring stated they will consider including one for next year's ITIP.

Board Unallocated Fund request for District 4 right of way fencing. District 4 Engineer Jesse Barrus outlined the request for \$500,000 of Board Unallocated funds to replace several miles of fence on Interstate 84 right of way. The district has responded to calls regarding the potential of livestock accessing the interstate between I-84, mile posts 212 – 214 and 220 – 222 due to damaged fencing. DE-4 Barrus stated the fence is a highway way right of way delineation and access control not a cattle fence, but acknowledged the fence is in need of repair. They plan to bid the project as a fixed cost to allow for additional fencing repair beyond the anticipated minimum of four miles.

Member Kempton stated the fence damage is pointed in, noted in pictures provided, showing impact from an outside source versus from cattle. He also commented repairing the fencing ensures maintaining safety on the interstate.

In response to Member Osborn's question regarding if fencing replacement is done throughout the state, DE-4 Barrus replied he was not certain about other projects, but within his district, they plan to start with Utah and keep going.

Chairman Moad inquired about fencing on interstate versus state highways. Deputy Attorney General Tim Thomas clarified that department Administrative Policy 5046 states ITD is responsible for fencing along the interstate and leaves it up to the locals for other state highways.

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

RES. NO.        WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB23-88        Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public's interest for ITD to replace and improve the right of way fence in District 4; and

WHEREAS; ITD is prepared to advertise this project.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the District 4 Right of Way Fence Replacement project using \$500,000 of FY2024 Board Unallocated Funds for advertisement and construction.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 11:56 AM 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.

The Board ended executive session at 1:13 PM.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN20788, Project No. A020(788) SH-16, I-84 to US-20/26 & SH-44 Interchange, Ada & Canyon Counties, parcels 98 and 98.1.

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

RES. NO.        WHEREAS, the Idaho Transportation Department is acquiring right-of-way for  
ITB23-89        the SH-16, I-84 to US-20/26 & SH-44 Interchange, Ada & Canyon Counties, for  
Project No. A020(788); and

WHEREAS, the Idaho Transportation Department and the property owner have engaged in good faith negotiations; and

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner of Parcels 98 and 98.1.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an administrative settlement over \$200,000.00.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 1:21 p.m.

Signed

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WILLIAM H. MOAD, CHAIRMAN  
Idaho Transportation Board

Read and Approved  
September 21, 2023  
Lewiston, Idaho

Lorraine Dennis  
Executive Assistant to the Board