

REGULAR MEETING  
IDAHO TRANSPORTATION BOARD

September 20 - 21, 2023

The Idaho Transportation Board met at 10:15 AM on Wednesday, September 20, 2023, in Lewiston, 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  
Bob Hoff, Member – District 6  
Scott Stokes, Director  
Chief Deputy/Chief Operations Officer Dan McElhinney  
Lorraine Dennis, Executive Assistant to the Board

District 2 Tour and Outreach Workshop. The Board toured the Clearwater Memorial Bridge (US-12) and the proposed Lewiston City Bypass Dike off US-12 projects. Staff provided project information onsite. Following the tour, the Board convened at the Hells Canyon Grand Hotel for the outreach workshop with local transportation officials.

Chairman Moad and Member Osborn 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 2 Engineer Doral Hoff 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 presented statewide project construction and TECM bond program progress and DE-2 Hoff presented on local highway projects and district priorities. Commercial Services Program Manager Craig Roberts 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 forum for local transportation officials to ask questions and share comments.

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

September 21, 2023

The Idaho Transportation Board convened at 8:00 AM on Thursday, September 21, 2023, at the District 2 office in Lewiston, Idaho. Members and principals from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Engineer Jesse Webb reported the importance of vehicle equipment awareness and performing pre-check maintenance. He reviewed some key check points such as windshield wipers, tire pressure, fuel amounts and having an emergency kit.

Board Minutes. Member Bulger made a motion to approve the minutes of August 16 & 17, 2023, seconded by Member Thompson, and the motion passed unanimously.

Board Meeting Dates. The next meeting is October 17 & 18, 2023 in Rigby. The Board set the January through March 2024 meeting dates.

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

RES. NO.        WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB23-90        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 Scenic Byways grant award and contract to reject.

1) Scenic Byways grant award. Request to add the Scenic Byways Grant Program to FY24 of the approved FY2023 – 2029 ITIP. Idaho has 31 Scenic Byways which includes four National Scenic byways designated by FHWA. Idaho received a discretionary award for ITD’s Interpretive Byway Signage grant application. The total award is for \$192,200 (\$153,760 Federal and \$38,440 state match). The award is to replace missing and worn scenic byways signs and map-boards throughout the State of Idaho.

2) Contract to reject. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer’s estimate for key #23248SIA, FY24 mill and overlay, District 6. Contractor – H-K Contractors - \$632,489.00.

Informational Items.

In respect to the Federal Formula Program Report, Vice Chair DeLorenzo questioned why ITD is turning back \$9.5 million redistribution of obligation authority funds. Chief Engineer Blake Rindlisbacher explained those funds are for the Congestion Mitigation and Air Quality (CMAQ)

category, however, Idaho does not have those attainment areas. They receive the funds, but do not have a way to spend them. ITD initially worked with FHWA to submit a CMAQ project, but ultimately, it did not get approved.

1) Contract awards and advertisements. There were two ITD contracts awarded that did not require Board approval from August 1 – 31, 2023. From October 1, 2022 to August 31, 2023, 81 ITD and 17 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From July 24, 2023 to August 27, 2023, 30 new professional services agreements and work tasks were processed, totaling \$11,010,346. Seventeen supplemental agreements to existing professional services agreements were processed during this period for \$9,743,466.

3) Monthly report of federal formula program funding through August 31. Idaho received apportionments of \$446.2 million through September 30, 2023, via the consolidated appropriations act passed on December 29. Idaho received \$67.7 million redistribution of obligation authority on August 31; however, \$9.5 million cannot be obligated leaving a remaining balance of \$58.2 million. Total OA through September 30 is 101.7.7% of apportionments. Allotted program funding is \$487.9 million with \$145.4 million remaining.

4) FY24 financial statements. Revenues to the State Highway Account from all state sources as of July 31 is slightly above forecast by 5.5% and revenues in the HDA are up by 3.6%. State revenues to the State Aeronautics Fund were ahead of forecast by \$88.5K. The Department's expenditures were within planned budgets. Personnel costs savings of \$0.3M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$68.8M for the first month, and total construction expenditures from the five different funds sources total \$112.3M.

The balance of the long-term investments was \$178.6M as of the end of July. These funds are obligated against construction projects and encumbrances. The cash balance is \$122.6M. Expenditures in the Strategic Initiatives Program Fund is \$14M. Deposits into the Transportation Expansion and Congestion Mitigation Fund is \$11.4M. The Federal CARES Act provided \$27.3M for public transportation. FY24 expenditures are \$0.2M. Expenditures for the TECM bond program during this period is \$21.0M and \$4.7M for GARVEE.

Adopt-A-Highway. Member Osborn presented the AAH award to representatives of the Idaho Youth Challenge Academy. The Academy, for at-risk teens 15 ½ to 18 years old, adopted SH-11 from mile post 27 to 31 in Lewiston. They picked up about 4,130 pounds of trash in 2023.

Director's Monthly Report. Director Stokes spoke of the department's mission, five focus areas, and vision within the context of "This is Who We (ITD) Are." He reported he and the executive team continue to meet with district supervisors to learn about their needs and

challenges. Some topics included more options for pay or comp time when working extra hours and interest in training opportunities. A leadership conference is planning for October 3 and 4, and a first-time employee town hall for October 5.

Chief Deputy McElhinney gave an update on the US-95, 6-mile, Thorn Creek to Moscow project. He reported ITD received approval last week for the environmental wetland permits in coordination with the Walla Walla CORP of Engineers and FHWA. He thanked staff for their efforts on this flagship project. Next month they will work with the contractor, MA DeAtley, to map out a budget plan.

Director Stokes announced they are creating a new division administrator position that will lead the ITD Bonding Office and transportation planning to continue to enhance focus on advanced planning and project development. Amy Schroeder, who currently heads the TECM program, was selected as the new Planning and TECM Program Administrator. CD/COO McElhinney added the position will oversee the planning division (freight, rail, and pedestrian/bike), public transportation (transit and grants), and serve as the MPO liaison, along with the TECM bond delivery.

New Division Administrator Amy Schroeder thanked staff and the Board for the opportunity and trust.

District Engineer Report: District 2 Engineer Doral Hoff presented his annual district update with an emphasis on performance, employees, innovation, and project delivery. Some highlights included although they had a below average winter – exceeding their mobility goals, they continue to look at ways to optimize road materials. DE-2 Hoff presented three of his staff letters of recognition, signed by the governor, for their lifesaving help of a woman who had fallen 250-feet when visiting the Weir Creek Hotspring last February. Other highlights reported included an innovation adding disks to their materials lab asphalt splitting table, partnerships with the City of Weippe on SH-11, Top of Greer Grade project, and updates on two board unallocated funded projects – SH-11 mill overlay and manhole cover and collar replacements in Riggins. In FY23, all projects were delivered. DE-2 provided updates on the following projects: US-95 Thorn Creek to Moscow, US-95 Aht'Wy Interchange, SH-64 paving, and SH-11 Top of Greer Grade to Weippe.

In response to Member Kempton's inquiry about road crews who respond to emergency calls and available training for them, DE-2 Hoff stated there is some provided such as CPR in addition to having emergency kits in every vehicle.

Strategic Safety Team update. District 4 Engineer Jesse Barrus reported on ITD's Strategic Safety Team's new focus areas and reviewed the current ITD Strategic Plan's safety goal on why it matters and what success looks like. Some highlights included the Team is implementing five new focus areas that adopts a "Safe System Idaho Approach" to safety. The focus areas emphasize safe people (shift behaviors), safe roads (modernize infrastructure), safe speeds (effective traffic operations), post crash care (incident response), and safe employees

(critical thinking). DE-4 Barrus explained the shift of moving from auto – routine thinking to critical thought. In coordination with district staff, a monthly newsletter was created, along with the formation of an employee safety committee. The Team also branded the phase “The Clutch Moment” in support of shifting behaviors from automatic to manual.

Workforce Development Program update. CD/COO McElhinney outlined the partnering efforts taken with industry to bridge the gap on workforce development in teamwork with Directors’ of Workforce Development, AGC Idaho, and introduced the Idaho Department of Labor’s Director Jani Revier. IDOL Director Revier spoke of the federal funding available through the Infrastructure Investment and Jobs Act (IIJA) for workforce programs. Although there are more jobs available than job seekers, there is still an unmet need and shortage of skilled workers. Director Revier thanked ITD managers and the multi-agency team for this proposal today.

Chief Innovation Experience Officer Brenda Williams provided an overview on current ITD technical and external training programs. Some highlights included ITD hired 59 CDL drivers through its Equipment Operator Training Program, provides certifications for the inspector qualification program, offers safety courses in CPR, first-aid and for flaggers, and participates in vendor partnered training programs.

Program Manager Jessika Phillips outlined specific technical training avenues and how those programs work and a FY24 additional funding proposal. Some highlights included the Idaho Career Opportunities – Next in Construction (ICONIC) program offers a 5-week concrete cement masonry and heavy equipment operation certification that includes simulator and classroom instruction. ITD partners with the Department of Corrections to train incarcerated women in heavy equipment operation. Providing the women a marketable skill has shown they are less apt to re-offend. Potentially, there is \$50,000 available for the ITD engineering college stipend proposal to help pay for tuition and books. The program is to attract and retain engineers with a transportation focus for the future.

In response to Member Kempton’s question regarding how jobs are advertised and barriers to hire, PM Phillips replied the state has a new job website. Staff uses QR codes, job fairs and other means to advertise. Compensation is one for the biggest hiring challenges.

In regards to the engineering stipend program, Member Osborn inquired about the time commitment, PM Phillips stated that it has not been determined yet.

FY23 & FY24 State Infrastructure & Transportation Expansion & Congestion Mitigation project delivery status. Chief Engineer Blake Rindlisbacher provided an update on FY23 and FY24 State Infrastructure (SI) project delivery. Some highlights included, for FY23, 71% of the projects were delivered by the beginning of FY23 with the remaining by February 2023, and five TECM projects were also delivered. The construction budgets were \$400 million for SI and \$588 million for TECM. In FY24, 54 projects (100%) are projected to be delivered by October 2023.

Including 12 TECM projects, that brings the totals projects to 66 with construction budgets of \$361 million for SI and \$1 billion for TECM.

Bonding Office Program Manager Amy Schroeder provided an overview of the 13 corridor TECM projects' progress since 2021. Significant progress has been made with half of the program anticipated to be delivered by the end of the year and the remaining by next year. Projects have been strategically advertised, and coordinated with bond sales, to help accelerated timelines.

FFY23 ITD redistribution end-of-year closeout and local agency plan. Program Control Manager Colleen Wonacott reviewed the FFY23 redistribution funds, shown as Exhibit 559, which is made a part hereof with like effect. On August 31, ITD received \$67.7 million of federal formula funds. Of that distribution, \$50.5 million brought existing obligation authority to 100% of FY23 apportionment, \$7.7 million exceeded apportionments by 2%, and \$9.5 million needs to be returned to FHWA because it cannot be obligated due to added restrictions for the CMAQ program. There were 17 projects obligated with ITD's share of redistribution, along with other federal aid funds, to closeout FY23, shown as Exhibit 560, which is made a part hereof with like effect. PCM Wonacott reviewed the FY23 local public agencies end of year plan, shown as Exhibit 561, which is made a part hereof with like effect. Based on priority, projects were obligated using the local share of obligation authority to closeout the year. Since June, there were 24 statewide project changes made to the draft FY24 – 30 ITIP, shown as Exhibit 562, which is made a part hereof with like effect.

In response to Vice Chair DeLorenzo's question about returning \$9.5 million to FHWA and potential consequences, PCM Wonacott replied there are no penalties incurred.

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

RES. NO.        WHEREAS, it is in the public's interest for the Department to publish and  
ITB23-91        accomplish a current, realistic, and fiscally constrained Idaho Transportation  
Investment Program (ITIP); and

WHEREAS, Redistribution of Federal Formula Funds were received by ITD on August 31, 2023 and other Federal Formula Funds were available for the end of year obligation; and

WHEREAS, FY 2023 Federal Formula Funds have to be obligated and submitted to FHWA by September 22, 2023; and

WHEREAS, the attached Exhibits were executed to meet the required obligation dates; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the allocation of obligation authority received through Redistribution of Federal Formula Funds, and the lists of projects presented for advancement, cost changes or advance construction conversion to FY2023 as shown in Exhibits #1 - #3.

*BE IT FURTHER RESOLVED*, that the Board approves the additions or changes to projects in the Recommended FY2024-2030 ITIP as shown on Exhibit #4.

Recommended FY24-30 Idaho Transportation Investment Program. Program Control Manager Colleen Wonacott reported on changes to the draft ITIP since the Board last reviewed it in June. Public comments were incorporated at the district level when appropriate – plus redistribution of obligation authority from August and resulting end of year actions. Additional changes by stakeholders were made and technical corrections. Next steps are to submit to FHWA and Federal Transit Administration (FTA) for approval in December.

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

RES. NO.        WHEREAS, it is in the public's interest for the Department to publish and  
ITB23-92        accomplish a current, realistic, and fiscally constrained Idaho Transportation  
Investment Program (ITIP); and

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

WHEREAS, the Infrastructure Investments and Jobs Act (IIJA) requires that a fiscally constrained list of projects covering a 4-year minimum be provided in a statewide transportation improvement program; and

WHEREAS, Highways, Public Transit, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2024 - 2030 ITIP; and

WHEREAS, the Recommended FY 2024 – 2030 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2024 - 2030 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained program; and

WHEREAS, it is understood that continued development and construction of improvements are entirely dependent upon the availability of future federal and

state capital investment funding in comparison to the scope and costs of needed improvements.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the Recommended FY 2024 - 2030 Idaho Transportation Investment Program (ITIP).

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

Initiating design on next highest-priority projects within the TECM corridors. Bonding Office Program Manager Amy Schroeder summarized key points presented at the August board meeting regarding the next highest-priority TECM projects. One notable change among the four recommended projects is in District 1 with the I-90 corridor. It includes either the I-90, Northwest Blvd. Interchange (as originally recommended) or the US-95 Interchange replacement project. A traffic analysis with or without the Huetter Bypass will determine which is the higher priority. The design (\$9-10 million), right-of-way (\$6-7 million) and construction (\$70-80 million) costs for either project, and over-all total costs for all, remains the same.

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

RES. NO.        WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB23-93        timeframe and scope of improvements for the state transportation system; and

WHEREAS, Idaho Code § 40-310 directs the Idaho Transportation Board to plan, design and develop statewide transportation systems when determined to be in the public interest; and

WHEREAS, House Bill 362 increased the sales tax distribution from 1% to 4.5% (not less than \$80 million annually), dedicated to ITD for large infrastructure projects on the state highway system; and

WHEREAS, various other funding sources are being dedicated to the delivery of projects developed by the bonding office; and

WHEREAS, the program-wide risk assessment shows the projects already programmed in the Idaho Transportation Investment Program (ITIP) are likely to fully consume the funds currently dedicated to the program; and

WHEREAS, there is a possibility that additional revenue could be available within the program or from external sources such as grants, surplus, or additional revenues; and



WHEREAS, a list of potential projects has been presented to the Board based on the traffic and safety needs within the approved corridors; and

WHEREAS, adding these projects to the ITIP is part of the department's strategy to advance project readiness.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves adding the following projects to the ITIP, with the construction cost estimate being added to the Early Development Program.

<b>Project</b>	<b>Design (PE/PC)</b>	<b>Right-of-way (RW/LP)</b>	<b>Construction (UT/CE/CC/CN)</b>
(D1) I-90, NW Blvd <b>OR</b>			
US-95 Interchange	\$9-10 million	\$6-7 million	\$ 70-80 million
(D3) I-84, SH-44 Interchange (exit 25)	\$ 6-7 million	\$1-2 million	\$ 65-75 million
(D3) SH-55, Pear Lane to Farmway Road	<i>(fully funded)</i>	<i>(partially funded)</i>	\$ 70-80 million
(D5) I-15, Blackfoot widening (exit 89-93)	\$8-10 million	\$0	\$100-110 million

Request to advertise Burley and Heyburn Interchanges in advance of bond sale. TECM Engineering Manager Shawna King reported on the request to advertise the Burley and Heyburn Interchanges within the next two months. The anticipated contract amounts are \$75 - \$85 million for Burley IC and \$85 - \$95 million for Heyburn IC. Advertising now would allow for construction to begin early so critical embankments have ample time to settle. The Burley IC would advertise October 3 and Heyburn IC, October 17. The upcoming TECM bond sale process would begin in January 2024 with an anticipated closing early spring 2024. Three to four construction payments would be made prior to the bond sale.

In response to Member Bulger's question about market conditions for the spring bond sale, Chief Administrative Officer Dave Tolman stated they do not anticipate any concerns. If the timing was not favorable, they would pause for a few months to reevaluate before entering the market.

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

RES. NO. ITB23-94 WHEREAS, the Idaho Transportation Board is charged with determining the timeframe and scope of improvements for the state transportation system; and

WHEREAS, Idaho Code § 40-310 directs the Idaho Transportation Board to plan, design and develop statewide transportation systems when determined to be in the public interest; and

WHEREAS, the I-84 Burley Interchange and the I-84 Heyburn Interchange projects are ready to advertise; and

WHEREAS, beginning construction on the I-84 Burley Interchange and the I-84 Heyburn Interchange projects in early 2024, prior to the next anticipated bond sale, is advantageous for optimizing construction duration; and

WHEREAS, a spring 2024 TECM bond sale is being planned and is anticipated to provide funding for construction of the I-84 Burley Interchange and the I-84 Heyburn Interchange projects; and

WHEREAS, various other funding sources are being dedicated to the delivery of projects developed by the Bonding Office, and there are sufficient funds available to pay for construction of the I-84 Burley Interchange and the I-84 Heyburn Interchange projects if it's decided not to sell TECM bonds in spring of 2024; and

WHEREAS, contracts may be awarded on approved projects in advance of bonds being issued based on an evaluation of market risk by the TECM finance team.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves advertising the I-84 Burley Interchange and the I-84 Heyburn Interchange in advance of the anticipated spring 2024 bond sale.

Contract authority to exceed \$2 million limit for I-84, Burley and Heyburn Interchange TECM projects. TECM Engineering Manager Shawna King presented the request to exceed the \$2 million threshold above the engineer's estimate (EE) for the I-84, Burley and Heyburn Interchange projects. Bids that exceed 110% of the EE will still be subject to Board approval.

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

RES. NO.        WHEREAS, Board Policy 4001 indicates the Board shall approve the justification  
ITB23-95        for award or rejection of contracts when the bid exceeds the engineer's estimate  
by more than ten percent (10%) or for bids that exceed the engineer's estimate  
by more than \$2 million; and

WHEREAS, two Transportation Expansion and Congestion Mitigation (TECM) projects will be advertised for construction, with bids opened winter 2023; and

WHEREAS, the estimated cost of these two TECM projects are substantial, ranging between \$75 million and \$95 million; and

WHEREAS, it is in the interest of the Department to expedite award of these construction projects; and

WHEREAS, this requested exception to Board Policy 4001 allows flexibility to expedite the award process while providing adequate controls for presenting

approve or reject justifications to the Board if the bids are greater than 110% of the engineer's construction estimate.

*NOW THEREFORE BE IT RESOLVED*, that the Board allows an exception to Board Policy 4001 to remove the \$2 million dollar justification threshold amount for the following two TECM funded projects:

I-84, Burley Interchange  
I-84, Heyburn Interchange

Agreement authority to exceed limit for I-84, Burley and Heyburn Interchange TECM projects. State Design Engineer Monica Crider presented the request to exceed professional services agreement authority for the I-84, Burley and Heyburn Interchange projects for construction engineering and inspection services. It is anticipated that up to three yearly agreements will be negotiated for each project. The total agreement authority will be up to \$13 million for the project.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board to  
ITB23-96 approve professional services agreements that exceed \$1 million; and

WHEREAS, the TECM Bonding Office will administer this project; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Board approves Key Number 23344, I-84, Burley Interchange and Key Number 23345, I-84, Heyburn Interchange to exceed the \$1 million agreement authorization up to \$13,000,000.

Agreement authority to exceed limit for SH-55, Farmway Road to Middleton Road. State Design Engineer Crider provided the Board with a revised board agenda item and resolution. She presented the request to exceed professional services agreement authority for the SH-55, Farmway Road to Middleton Road project by Horrocks. The scope is to improve safety and mobility on SH-55. It includes multiple bridge replacements and right-of-way acquisition for over 140 parcels. Phase 1 and 2 agreement authority was approved on July 21 for \$10 million. Additional design services to include a pedestrian tunnel brings the total cost to \$10.8 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve  
ITB23-97 professional services agreements that exceed \$1 million; and

WHEREAS, the TECM Bonding Office will administer this project; and

WHEREAS, the Board approved agreement authorization up to \$10,000,000 at its July 2021 meeting; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Board approves ~~Key Number 22715~~, Project No. A022(715), SH-55, Farmway Road to Middleton Road, Canyon Co to exceed the \$1 million agreement authorization for consultant services on up to ~~\$10,500,000~~ \$10,800,000.

Board Unallocated Funds request for Port of Entry (POE) tire condition indicators.

CD/COO McElhinney prefaced staff's request by acknowledging the opportunity for truck safety and working with contractors so the safety indicators can be installed by next year.

Member Osborn expressed his support for the project.

DMV Commercial Services Program Manager Craig Roberts outlined the request for \$1 million of Board Unallocated Funds to install tire safety condition indicators at eight POE locations statewide. Indicators at the Delco POE proved to be very effective in identifying tire anomalies such as missing tires and flat tires. Loops and sensors are installed in the roadway before the Weigh-in-Motion scale and loops. The dual tire identification can detect if a tire is over or under inflated. CSPM Roberts stated citations are not issued – only warnings.

Chairman Moad asked if this information has been shared with the Trucking Advisory Council (TAC). CSPM Craig stated the TAC received information at their March meeting. He commented they received feedback that some companies do not allow their drivers to adjust tires.

In response to Member Bulger's question if the sensors can detect tread separation, CSPM Roberts replied the indicators show anomalies – bare or low spots and mismatch in the system, more so than separation. Staff also conducts a visual inspection.

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

RES. NO.        WHEREAS, it is in the public's interest for the Department to publish and  
ITB23-98        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 the intent of the Idaho Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, ITD Port of Entry (POE) staff are tasked with commercial vehicle inspections and safety; and

WHEREAS, the Tire Condition Safety Indicator project has succeeded at the new Declo Port of Entry.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the POE Tire Condition Safety Indicator project be funded with \$1 million of FY24 Board Unallocated Funds.

Board Unallocated Funds request for guardrail on SH-34, District 5. District 5 Engineer Todd Hubbard outlined the request for \$750,000 of Board Unallocated funds to widen shoulders and replace about 3,000 feet of guardrail on SH-34 from Milepost 13.3 to 13.6. This section is about 5.5 miles northeast of Preston (between Preston and Soda Springs) and is heavily traveled by large, over-sized agricultural equipment. Coordination was done with the Franklin County Commission.

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

RES. NO.        WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,  
ITB23-99        mobility, and economic opportunity; and

WHEREAS, it is 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 identified options for widening the SH-34 roadway and replacing guardrail from Milepost 13.3 to 13.6 for increased mobility.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves FY24 Board Unallocated Funds for the SH-34 guardrail project at a cost of \$750,000 for advertisement and construction.

SFY24 Idaho Airport Aid Program. Aeronautics Administrator Tom Mahoney presented the Idaho Airport Aid Program (IAAP) funding request that included the Governor’s Leading Idaho Initiative funded projects. Funding for the program is primarily through aviation and jet fuel taxes. SFY24 funding is established at \$1 million and provides funding for 14 general aviation, two community, and seven primary service airports. Pullman-Moscow airport is included and receives half the allocation received by the primary service airports. Projects are derived from grant applications and based on priority and project readiness. Funding for primary airports is \$130,000, general aviation \$638,859.22 (with match), and community airports \$65,200. Including Aeronautics’ projects, the grand total for the IAAP is \$840,059.22. Leading Idaho funded airport projects totals \$22,948,600.

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

RES. NO.        WHEREAS, at the Idaho Transportation Board has the authority to design,  
ITB23-100        construct, reconstruct, alter, extend, repair and maintain state aeronautical  
                     facilities; and

WHEREAS, the 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 \$1 million for airport  
improvements and \$33 million through the Governor's Leading Idaho Initiative;  
and

WHEREAS, \$34 million is designated for Idaho public use airports using Idaho  
Airport Aid Program criteria; and

WHEREAS, the Idaho Aeronautics Advisory Board recommended approval of the  
proposed funding plan at their meeting on August 22, 2023.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the Idaho  
Airport Aid program for State Fiscal Year 2024 in the amount of \$22,948,600.

*BE IT FURTHER RESOLVED*, the Board directs the Division of Aeronautics to issue  
grant offers for SFY 2024.

Chairman Moad advanced three presentations on the agenda to accommodate  
presenters who were not present. The meeting was running ahead of schedule.

SH-55 Banks Lowman Road intersection. District 3 Engineer Caleb Lakey updated the  
Board on the intersection options for SH-55 and Banks to Lowman Road and next steps. Some  
highlights included the Banks to Lowman Road is under Boise County jurisdiction. SH-55 and  
Banks Lowman Road experience high seasonal traffic volumes, which ITD pays for flagging  
operations. In 2020, ITD received a grant to study the intersection and proposed 12 options  
that included a tunnel, roundabout and traffic signal. The grant was a cooperative effort with  
the Forest Service, Boise County and FHWA. DE-3 Lakey reviewed the pros and cons and  
concerns for some the proposals and alternative modifications. The study recommended a  
traffic signal as the best option noting consideration with advanced warning systems. Some  
design challenges are replacements of the two bridges over the North and South Fork of  
Payette River, and widening the roadway. Staff proposes to add the project to the Early  
Development Program or add a project to FY28/29 ITIP (\$20 - \$40 million). Preliminary scoping,  
interim work and public involvement could start in FY24 (\$4 million). DE-3 Lakey added a  
temporary signal could be used at the intersection as an interim option as well.

CD/COO McElhinney commented the intersection has an average daily traffic count exceeding 13,000. A temporary signal can provide an interim solution. They intend to bring this project back to the Board next month for consideration. He also commented that no where on the west coast do flagging operations get pre-scheduled. Flagging is a safety risk.

Chairman Moad suggested use of flashing yellow lights signal, like has been done on I-84 Exit 25 successfully. DE-3 Lakey stated having a full signal with a flash mode option and a good advance warning package can be very doable.

Vice Chair DeLorenzo expressed appreciation for making the project a priority stating many travelers are people commuting from Boise to work in communities up north. DE-3 Lakey shared there has been interest from the public to add a traffic camera to the intersection so travelers can see congestion prior to traveling.

Local Transportation Grant Program update. Planning Services Manager Scott Luekenga reviewed the grant program's funding, application criteria and scoring, and results. Some highlights included the LTGP is funded with \$100 million one-time state general funds intended to facilitate local transportation projects. Projects are based on competitive applications developed by ITD. The funding is split 50/50 between two categories – Category 1 for large urban (projects limited to \$10 million) and Category 2 for small urban (projects limited to \$2 million). The application process opened July 1 and closed September 1. Some scoring criteria included bid readiness and the basis for the project. Of the 128 applications submitted totaling \$293.4 million, 20 application were received for large urban areas (\$123.8 million) and 108 for small urban areas (\$169.6 million). The next steps are to score and prioritize applications, with participation from MPO directors and ITD staff, and seek Board approval at next month's meeting.

Draft carbon reduction strategy development. Project Manager Margaret Havey gave an overview of the provisions required for the Carbon Reduction Program as provided by the Infrastructure Investment and Jobs Act. States are required to develop a carbon reduction strategy (CRS) to reduce emissions and identify related projects. The CRS needs to be updated every four years. Idaho's estimated funding is about \$9.4 million per year up to 5-years. Suballocations are based on population (65%) with the remaining (35%) available for the state to designate. Some eligible CRS projects categories include traffic demand management, Intelligent Transportation Systems, trucking/freight and active mobility. A consultant team reviewed various transportation plans – including each MPO's who were a part of the evaluation and prioritization strategies process. ITD used the Transportation Carbon Reduction Tool (T-cart) to assist in identifying program investments and proposed strategies. Idaho specific data was available to provide a baseline inventory and forecast of GHG emissions. Next steps are to present the draft CRS to the Board for approval next month and submit to FHWA by November 15.

Chairman Moad commented on the potential to use Carbon Reduction Program funding for electric vehicle charging stations.

In response to Member Bulger’s question about the process and who provided input to the CRS, PM Havey stated it is similar to the project selection process. Input was received from the MPOs and ITD district staff, and they plan to work with the Locals to identify projects.

Member Bulger requested the Board be provided with the draft CRS project list and rankings.

Office of Highway Safety report on STEM math project. Highway Safety Manager Josephine Middleton introduced Lewis-Clark State College Math Specialist Josh Watson who presented information on the “Do the Math. Save a Life.” STEM project created for 9<sup>th</sup> graders in high school. The project was curated to help students to be math literate while promoting safe driving. He shared a video, produced in coordination with the Office of Highway Safety, using math to illustrate safe driving. High schools are using real ITD crash data in their math curricular materials. Teachers are noting changing attitudes towards safe driving and seatbelt usage with students. LCSC Watson also spoke of various ways they engage students to become interested in STEM careers such as touring college facilities.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 11:50 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Hoff 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 1:02 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, parcel 61.

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  
ITB23-101            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 Parcel 61.



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

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, parcel 69.

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  
ITB23-102        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 Parcel 69.

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

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, parcel 160.

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  
ITB23-103        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 Parcel 160.

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

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN21923, Project No. A021(923) US-26, Junction Hitt Road (25<sup>th</sup> E), Bonneville County, parcel 6.

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

RES. NO.        WHEREAS, the Idaho Transportation Department is acquiring right-of-way for  
ITB23-104        the US-26, JCT Hitt Road (25<sup>th</sup>), for Project No. A021(923); 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 Parcel 6.

*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 1:10 p.m.

Signed  
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WILLIAM H. MOAD, CHAIRMAN  
Idaho Transportation Board

Read and Approved  
October 18, 2023  
Rigby, Idaho