

REGULAR MEETING
IDAHO TRANSPORTATION BOARD

October 17 - 18, 2023

The Idaho Transportation Board met at 10:00 AM on Tuesday, October 17, 2023, in Rexburg, 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 6 Groundbreaking and Outreach Workshop. The Board attended the St. Anthony Interchange groundbreaking event. Following the groundbreaking, the Board convened at the St. Anthony ITD maintenance shed where they heard from staff about an innovation and had a hands-on tour of various maintenance trucking equipment. Next, the outreach workshop with local transportation officials was held at the SpringHill Suites in Rexburg.

Chairman Moad and Member Hoff 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 6 Engineer Jason Minzghor 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-6 Minzghor presented on local highway projects and district priorities. Motor Vehicle Administrator Lisa McClellan gave an update on DMV, Aeronautics Administrator Tom Mahoney presented information on aeronautics, and Public Transportation Manager Ron Duran provided an overview on Public Transportation. Controller Justin Collins provided an update on ITD funding, 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 workshop recessed at 3:30 PM.

October 18, 2023

The Idaho Transportation Board convened at 8:30 AM on Wednesday, October 18, 2023, at the District 6 office in Rigby, Idaho. Members and principals from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Transportation Engineer Jeremie Pettingill reported on an innovation implemented to keep employees safe while doing roadway night work. Their office purchased light beacons that are attached to staff's reflective safety vest. Beacons increase the visibility so employees are easier to see and safer while conducting roadway night work.

Board Minutes. Member Bulger made a motion to approve the minutes of September 19 & 20, 2023, seconded by Member Thompson, and the motion passed unanimously.

Board Meeting Dates. The next meeting is November 15, 2023 in Boise. The Board will set its 2024 district board tour meeting dates next month.

Consent Items. Chairman Moad inquired about the contract award. District 6 Engineer Jason Minzghor clarified the contract is for centerline and transverse rumble strips for a SH-33 and SH-32 project in his district.

Vice Chair DeLorenzo 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-
ITB23-105 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 contract to award and contract to reject.

1) Contract to award. The low bid on the following project is more than ten percent over the engineer's estimate, requiring justification. On key #23988SIA, SH-33, centerline and SH-32 transverse rumble strips, District 6. The main difference between the low bid and engineer's estimate is for traffic control and sinusoidal rumble strips. The District does not believe re-advertising the project again would result in lower bids and recommends awarding the contract. Low bidder: Clear Zone Construction - \$520,557.00.

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 #21897, Smiley Creek Airport bridge. The \$1,132,386.00 bid on the following project is more than ten percent over the engineer's estimate, requiring justification. The District does not believe re-advertising the

project would result in lower bids and recommends rejecting the bid to review and rebid for construction at a later date.

Informational Items. Member Kempton requested the Board receive a presentation on the 80 MPH speed limit report. Clarifying it did not need to be annual. He stated the general number of crashes has increased, which are not necessarily contributed to speed, but interested in how the department is going to prevent increases. He also observed the general attitude of drivers is more aggressive.

CD/COO McElhinney stated the focus has been on work zone crashes in lowering the speed limits to 55 mph for crossover work zones. He intends to consult with Trucking Advisory Council, among other stakeholders, for input.

Vice Chair DeLorenzo shared she would not mind the report being annually so staff could explain the graph content on the 85th percentile and differential speeds and crash data.

Director Stokes reported staff will be prepared to present the report at next month's board meeting.

Member Bulger inquired about data on Idaho State Police's funding base for patrols that might lend to causation. Director Stokes stated ITD pays ISP to do auxiliary patrols that are mainly in work zones; however, it is at their discretion.

1) Contract awards and advertisements. There were four ITD contracts awarded that did not require Board approval from September 1 - 30, 2023. From October 1, 2022 to September 30, 2023, 87 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 August 28 to September 24, 2023, 20 new professional services agreements and work tasks were processed, totaling \$4,068,925. Five supplemental agreements to existing professional services agreements were processed during this period for \$737,862.

3) 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.' Three agreements were executed: Browne, Bortz & Coddington for a DBE project tool - \$45,000 and Horrocks Engineering for the highway safety plan - \$45,000, and Wildlife Connectivity Institute for wildlife-vehicle conflicts identification - \$97,794.

4) Sponsorship of Department Programs update. Board Policy 4041 requires annual reports on sponsorship of department's programs. There were no agreements to report.

5) 80 MPH interstate speed limits 2023 update. In July 2014, ITD raised the speed limit on rural sections of Interstate Highways 15, 84, and 86 from 75 mph to 80 mph. Since implementation, ITD has been monitoring these corridors and tracking operating speeds and crashes. Operations have remained relatively the same and deemed the higher speed is appropriate and should remain unchanged.

6) Monthly report of federal formula program funding through September 30. 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, \$8 million could not be obligated leaving a remaining balance of \$59.7 million. Total OA through September 30 is 102.17% of apportionments. Allotted program funding is \$469.7 million with zero remaining.

7) FY24 financial statements. Revenues to the State Highway Account from all state sources as of August 31 are below forecast by 11.0% and revenues in the HDA are down by 15.0%. (Impacts are due to late transfers from the new statewide accounting system. Revenue is coming in as anticipated.) State revenues to the State Aeronautics Fund were ahead of forecast by \$6.62%. The Department's expenditures were within planned budgets. Personnel costs savings of \$841,400 is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$139.1M for the first two months, and total construction expenditures from the five different funds sources total \$215M.

The balance of the long-term investments was \$179.0M as of the end of August. These funds are obligated against construction projects and encumbrances. The cash balance is \$112.3M. Expenditures in the Strategic Initiatives Program Fund is \$28.9M. Deposits into the Transportation Expansion and Congestion Mitigation Fund is \$20.8M. The Federal CARES Act provided \$27.3M for public transportation. FY24 expenditures are \$0.3M. Expenditures for the TECM bond program during this period is \$34.9M and \$6.5M for GARVEE.

Adopt-A-Highway. Member Hoff presented the AAH award to representatives of Teacher's Tidy Up. For four years the group has picked up litter on US-20, MP 322-325 in the Rigby area. They picked up close to 1,500 pounds of trash since they adopted the highway.

Policies Subcommittee Report. Member Hoff, who chairs the Policies Subcommittee, reported the subcommittee met on September 27th to review two ITD policies – use of off-highway vehicles on highways and protecting and maintaining state highways. The former recommended for deletion and latter to revise. The subcommittee supported staff's recommendations for each.

Director's Monthly Report. Director Stokes reported on employee engagement highlighting various accomplishments and recently held meetings. Some highlights included ITD's team, comprised of four statewide employees, took first place at the National Snow and Ice Competition making it the third year in a row ITD held first place. Over 300 people competed. Four advisory board meetings were recently held – Dealer's Advisory Board, Traffic

Safety Commission, Aeronautics Advisory Board and the Public Transportation Advisory Council. This year's annual Leaders Workshop hosted over 200 supervisors and managers. Keynote speakers addressed topics on "moaching," which combines coaching and mentoring and self-leadership. The theme was the same as last year "This is Who We Are" to underscore the importance of people. Executive staff held the first ever all-employee town hall meeting that had over 700 virtual attendees. Plans are to conduct them twice a year. Recognizing employee's top annual innovations rounded out the Leaders Workshop.

District Engineer Report: District 6 Engineer Jason Minzghor presented his annual district update with an emphasis on project delivery, innovation, operations, and employees. Some highlights included project updates on the Environmental Impact Statement for I-15/US-20 that expected to be finished late spring 2024, options for the US-20/US-26 Connector and the Planning and Environmental Linkage study completion by May 2024, and alternatives for US-20 Ashton to Jct. SH-87. For FY24, the district delivered 12 projects totaling \$77.3 million. New technology was spearheaded for the Rexburg Exit 332 & 333 interchange using hydrogen fuel cells instead of batteries allowing for longer run time. Last year's winter had the highest storm hours for the district – SH-33 MP 107 to 131 was closed 13 times. DE-6 Minzghor stated partnering amongst the district offices to help complete projects represents the "No Boundaries" ideology. He concluded with showing a videoclip of one of his staff members wearing the Sasquatch costume at a partner Office of Highway Safety event.

Best of the Best Innovate ITD! recognition. Chief Innovation Experience Officer Brenda Williams recognized the FY23 Best of the Best innovations and winners in the categories for customer service, ideal workplace, mobility and economic opportunity, resource stewardship and safety. Some highlights included ITD employees have implemented 1,921 ideas since the inception of Innovate ITD! in 2014 representing 578,911 hours saved and 750 improvements. The innovations have resulted in a safer and more efficient way of doing business. Applications for employees to submit ideas were revised to make it easier. CIEO Williams shared a video recognizing this year's winners that received awards at the October Leaders Workshop and highlighted the winning innovations for heated windshield wiper blades, synthetic concrete, starlink services, a pavement condition dashboard, and DMV's online portal.

In response to Member Kempton's question if these innovations are shared with the transportation legislative committees, Director Stokes stated the challenge is ITD's limited presentation time during the session. They do mention innovations, however, they can explore it further. Member Kempton commented it would be beneficial to share with at least the committee chairs to help educate them on ITD's strides.

Chairman Moad stated he has asked CIEO Williams to include innovation as part of the Board's outreach workshop next year.

Vice Chair DeLorenzo commented about District 6's workforce being down 20% and the opportunity to communicate that to the legislature, along with success stories shared by DE-6 Minzghor.

In response to Chairman Moad’s question about innovation cost savings, CIEO Williams responded ITD saved \$12 million – double from last year. Chairman Moad asked about employee compensation to which CIEO Williams stated there is none. Chairman Moad stated he would like to see more done to help compensate employees.

Workforce Development Program. In follow-up to last month’s board meeting, Program Manager Jessika Phillips recapped the current and proposed FY24 workforce development initiatives. She shared testimonials from the Idaho Career Opportunities – Next in Construction (ICONIC) participants and from various employees in support of the program. The new program initiatives highlights included an engineering college stipend and expansion of the ICONIC external training program.

In response to Vice Chair DeLorenzo’s question if the engineering stipend is one-time or annual, PM Phillips stated participants receive a one-time stipend every year they commit to the program.

In response to Member Osborn’s inquiry about signing bonuses, Director Stokes replied ITD did implement retention (\$5,000) and sign-on (\$1,500) bonuses for some maintenance classifications back in February and they are exploring more options.

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

RES. NO. WHEREAS, Department staff presented the details of the FY24 Workforce
ITB23-106 Development training plan to the Idaho Transportation Board at its September
 21, 2023 meeting.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Recommended FY 2024 Workforce Development training plan as follows:

\$450,000 Federal Program Funds

- \$387,000 to expand ICONIC External Training Program
- \$63,000 to implement the Engineer College Stipend Program Internal Training Program

BE IT FURTHER RESOLVED, that the Board approves the Department to implement the Workforce Development plan.

BE IT FURTHER RESOLVED, that staff is authorized to submit for federal funding in accordance with the provisions of the Infrastructure Investments and Jobs Act (IIJA).

FY2025 budget revision #1 update. Financial Manager Chris Bray provided an update on the Department’s FY25 budget request revisions. Some highlights included the FY24

supplemental for the facility headquarters relocation of \$38.5 million was moved to the FY25 budget request headquarters' line items. With an additional \$6 million for the headquarters' relocation, the total facility cost request is \$56.3 million. There were no changes to Aeronautics' or the capital facilities line item requests. Highway's intelligent transportation system line item request of \$348,000 was removed and the workforce planning operations was reduced by \$100,000. The FY25 line items total \$203.8 million - an increase of \$48.2 million. Because the Statewide Cost Allocation Plan costs were not available yet, staff will provide that information to the Board next month. For now, \$150,000 is budgeted. With adjustments to personnel costs and line items the total appropriation request is \$1.03 billion (an increase of \$47.9 million). Total program funding with debt service and Idaho First funds is \$1.32 billion.

Annual administrative rules proposed update. Transportation Policy Specialist Brendan Floyd reviewed ITD's administrative proposed rule changes that are currently within the 21-day public comment period. Seven out of the 19 rules being reviewed are proposed for consolidation into other existing rules. Overall, 10,000 words have been eliminated. The changes remove redundant chapters and other edits making it more concise. The process for the commercial vehicle permits remained largely unchanged. The Board received handouts for ITD's commercial vehicle permit rule consolidation and the proposed administrative rule changes.

Vice Chair DeLorenzo requested a final unedited electronic copy of the commercial vehicle permit rule consolidation for review.

ITD FY2023 Annual Report. Communications Manager John Tomlinson reported on ITD's draft FY23 Annual Report. Highlights of the four-page report included historic information on eight TECM corridor capacity improvement projects. Governor Little's Leading Idaho initiative provided funding for infrastructure projects such as \$35 million for airport improvements and \$164 million for local bridges. This past winter had record levels of snow across Idaho receiving up to 380% of median snowpack compared to previous years. ITD staff kept pace ensuring roads were safe and clear. Performance measure goals were either met or exceeded. Moving forward 2024 to 2028, ITD will focus on investing the purpose to maximize the greatest return on investments and workforce planning and development to seek ways to retain employees.

Vice Chair DeLorenzo suggested adding more information regarding the demands on ITD's state highway system for the report's workforce planning section.

Member Kempton suggested adding reference to ITD's strategic plan to the investing with purpose section.

Agreement authority to exceed limit for US-20, Exit 343 Interchange project. State Design Engineer Monica Crider presented the request to exceed professional services agreement authority for the US-20, Exit 343 Interchange project for construction engineering and inspection services. The TECM project includes three new bridges. It is anticipated that one

agreement will be negotiated for the project. Currently, there is \$3.69 million scheduled for construction services by consultants.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-107 professional services agreements that exceed \$1 million; and

WHEREAS, TECM Bonding Office will administer this project; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. *23434, US-20, South St. Anthony Interchange, Fremont County to exceed the \$1 million agreement authorization for consultant services up to \$3.0 million.

*Note, after the meeting, staff recognized the key number was incorrect. It should be KN# 23474 as originally submitted and reflected on the 2210 board agenda item.

Agreement authority to exceed limit for I-90, Wolf Lodge to Cedars Maintenance site.

Design Engineer Crider presented the request to exceed professional services agreement authority for the I-90, Wolf Lodge to Cedars Maintenance site by HDR. The scope is to extend the service life of the roadway between MP 24 and MP 32.4 on I-90. Currently, there is \$600,000 obligated. Final design services bring the total cost to approximately \$1.3 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-108 professional services agreements that exceed \$1 million; and

WHEREAS, District 1 will administer this project; 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 Key No. 23243, I-90, Wolf Lodge to Cedars Maintenance Site to exceed the \$1 million agreement authorization for consultant services up to \$1.3 million.

SH-55 Banks Lowman Road intersection. In follow-up to last month's presentation, CD/COO McElhinney stated ITD was awarded a Federal Lands Access Program (FLAP) planning grant to study the intersection. The option and recommendation to put a signal light at the SH-55 Banks Lowman Road intersection addresses seasonal access.

Planning Program Manager Vince Trimboli reviewed staff's request for approval to add a project to the 2024 Early Development Program to develop interim and long-term safety improvements solutions. The average daily traffic counts have increased by 50% - citing in July 2023, ADT showed 13,640 cars through the intersection. Some background and recommendation highlights included SH-55 is a major north/south corridor. The Banks Lowman Road is in Boise County's jurisdiction. The intersection has high seasonal and directional traffic volumes, which ITD pays for flagging operations. The FLAP grant is a cooperative effort between the US Forest Service, Boise County and Western Federal Lands. As a result of the study, and consideration of design challenges, a traffic signal was identified as the best option with advance warning systems. Temporary signal trailers have been used on other ITD projects and is an interim option. Staff also intends to meet with all local partners and work with other ITD districts.

Vice Chair DeLorenzo expressed support for the project citing times when traffic has been backed up 1.5 miles on the Banks Lowman Road while waiting to turn left onto SH-55.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB23-109 Department's mission of safety, mobility, and economic opportunity; and

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

WHEREAS, the Idaho Transportation Department has recognized a need for coordination, plans, specifications and estimate development, environmental analysis and public outreach; and

WHEREAS, having a project in the ITIP provides maximum flexibility to work with other agencies, the local communities and stakeholders in the area and reduces the schedule and timing risks associated with a complex project; and

WHEREAS, having a completed design and environmental clearance allows for right-of-way acquisition for the construction of the project.

NOW THEREFORE BE IT RESOLVED, that the Board approves the FY2024-2030 Idaho Transportation Investment Program (ITIP) include the SH-55 Banks Lowman Road Intersection, Boise project in the Early Development Program, and that \$4.05 million in available FY2024 funds be allocated for the development of this project.

ITD Policies 4070 and 5070 Use of Off-Highway Vehicles on Highways. Traffic Engineer Kevin Sablan reported on staff's recommendation to delete Administrative Policy

5070 and Board Policy 4070. Because of statutory changes allowing ATVs to travel on all highways except for full access-controlled highways these policies are no longer needed. It also addresses the operation of off-highway vehicles within five miles outside city limits where the posted speed limit of 60 MPH was raised to 65 MPH.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB23-110 the Idaho Transportation Department; and

WHEREAS, Idaho Code 49-426 EXEMPTIONS FROM OPERATING FEES was revised allowing off highway vehicles to travel on the State Highway System within and up to five miles outside of city limit boundaries; and

WHEREAS, the change in Idaho Code removes any action from the Idaho Transportation Department to allow such travel, eliminating the need for Board Policy 4070 and Administrative Policy 5070 All Terrain Vehicles, Utility Type Vehicles, Specialty Off Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways, such that both may be deleted; and

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations at its September 27, 2023 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves with the deletion of Board Policy 4070 and Administrative Policy 5070 All Terrain Vehicles, Utility Type Vehicles, Specialty Off Highway Vehicles, Motorbike and Snowmobile Travel and Crossing on the State Highways.

ITD Policy 5012 Protecting and Maintaining State Highways. Maintenance Operations Manager Steve Spoor reviewed the proposed changes to Administrative Policy 5012. Initially, the policy update was to update the Operations Manual reference; however, additional edits were made. The main revision was adding legal authority - citing the Idaho Code reference, and a new paragraph outlining ISP's authority to temporarily restrict use or close any highway necessary for the safety of the public. Because ISP is allowed to close a highway, the policy was updated to include that statutory authority.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB23-111 the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5012 Protecting and Maintaining State Highways, was revised to add reference to the Legal Authority, Idaho Code

Section 67-2901(5), and the policy was revised to include reference to the Idaho State Police's authority to close or restrict the use of highways; and

WHEREAS, Administrative Policy 5012 was revised to reference Chapter 2 of the Operations Manual; and

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations at its September 27, 2023 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board adopts the revisions to Administrative Policy 5012 Protecting and Maintaining State Highways.

Office of Highway Safety – Safety Partners in District 6. Highway Safety Manager Josephine Middleton reported there have been 208 fatalities for the year. She provided an update on National Seat Check Saturday held September 23rd. There are 36 permanent check stations run by certified volunteers to help assess or replace car seats, if needed, for free. Digital check lists are available and the OHS created posters to advertise for the event. She introduced Tyson Daniels whose company is being nominated for a National Lifesavers Award.

Grease Monkey Manager Tyson Daniels shared how his company became involved in providing free car seat checks and replacements for customers. Some highlights included the inception came six years ago when an employee noticed a customer's child car seat was not installed correctly. From there, it grew into training staff and hosting fundraisers to cover costs that included purchasing a trailer to transport car seats.

HSM Middleton gave an update on Teen Traffic Safety week currently in progress through October 21st. Some highlights included the OHS created a video to coincide with Taylor Swift's Eras tour that will be aired in movie theaters to promote teen safe driving. She also recognized Bonneville School District #93 who have not had any serious traffic accidents.

Capital facility funding options (State Street to Chinden Campus move). Controller Justin Collins reported on the State Street campus sale anticipated proceeds. The net sale proceeds are anticipated is \$49.2 million - less the expenses of sale of approximately \$2.6 million. Estimated costs to building a new Central Annex building is now \$50.3 million (an increase of \$17.8 million). With the estimates for furniture, fixtures, and IT of \$6 million for the Chinden Campus renovation, and planning and development for a new District 4 building, total expenditures are \$65.9 million bring a shortfall of \$16.7 million. Some of the proposed optional funding strategies to cover the shortfall included using funds from board unallocated, State Transportation (ST) program, capital facilities, or operating costs. Controller Collins stated contingency funds can also be used to help off set the difference.

In response to Chairman Moad's question about the amount in the ST Program reserve, Controller Collins stated there is \$20 million. He clarified \$10 million of those funds were released in January 2023 and \$15 million in May 2023.

Chairman Moad stated his preference to not use either board allocated or capital facilities funds.

Member Hoff asked for clarification on the District 4 building. Controller Collins explained the \$9.6 million is to prep the building site and is planned during the same time frame as the Chinden Campus renovation and new annex building in FY25.

In response to Member Bulger's inquiry about the certainty of receiving all the net proceeds from the State Street sale, Director Stokes stated that it is not secured yet and is an ongoing discussion. They will not know until the Joint Finance and Appropriate Committee takes action in March 2024.

Member Osborn stated he concurs with Chairman Moad's preference on which funding strategies to use.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 11:14 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.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 11:55 a.m.

Signed

WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Read and Approved
November 15, 2023
Boise, Idaho

Lorraine Dennis
Executive Assistant to the Board