

REGULAR MEETING
IDAHO TRANSPORTATION BOARD

November 15, 2023

The Idaho Transportation Board met at 8:30 AM on Wednesday, November 15, 2023, in Boise, Idaho. The following principals were present:

James R. Thompson – District 1
Gary Osborn - District 2
Jim Kempton, Member – District 4, Chairman Pro Tem
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
Gary Luke, Deputy Attorney General

Chairman William (Bill) H. Moad was absent and District 3 Vice Chair Julie DeLorenzo participated remotely.

Call Meeting to Order. Executive Assistant to the Board Lorraine Dennis called the meeting to order. In the absence of the Board Chairman and Vice Chair, Robert's Rules of Order procedures allow for the secretary to open the meeting and conduct an election for a chairman pro tem.

Member Hoff made a motion, seconded by Member Thompson, to elect Member Kempton as Chairman Pro Tem. The motion passed by roll call vote – Member Kempton abstained.

Safety Share. Employee Safety & Risk Manager Randy Danner reported on an incident where an employee fell in hot tar resulting in him burning his forearms. He discussed the importance of wearing appropriate long sleeve safety clothing and demonstrated how staff tested the difference between cotton and polyester. Polyester has a higher melting point than cotton.

Board Minutes. Member Osborn made a motion to approve the minutes of October 17 - 18, 2023, seconded by Member Thompson, and the motion passed unanimously.

Board Meeting Dates. The next meeting is December 13, 2023 in Boise. The Board set the 2024 district board tour meeting dates for April through September.

Consent Items. Chairman Kempton stated due to the high dollar amount over the engineer's estimate for the I-84, South Jerome Interchange project, he would like to remove it from the consent calendar so discussions with the Board can take place.

Member Bulger made a motion to remove I-84, South Jerome Interchange project contract award item, seconded by Member Osborn. The motion passed by roll call vote.

Chairman Kempton scheduled the above item as the first action item on the agenda for staff to present.

Member Osborn made a motion, seconded by Member Hoff, and passed unopposed, to approve the following resolution - with the exception of the I-84, S. Jerome IC contract award:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB23-112 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 2023-24 ITD pending administrative rulemakings, contracts to award, modification of the Rail-Highway Crossing Program, and the Idaho Transportation Department FY23 Annual Report.

1) 2023-24 ITD zero based pending administrative rulemakings. ITD's administrative proposed rule changes were open for another round of public comments (October 4th – 25th) with none received. Seven out of the 19 rules being reviewed are proposed for consolidation into other existing rules. The changes remove redundant chapters and other edits making it more concise. Changes reflected have support from DFM and the Governor's office.

2) Contracts to award. The low bid on the following projects are more than ten percent over the engineer's estimate, requiring justification. On KN#20384, SH-55 Fleming Creek Bridge, District 3 – Knife River \$6,511,315; KN#22882, 3800 N. & US-93, Filer Highway District, LHTAC(4) – Summit Construction \$1,199,958.73; KN#20462 FY24 bridge repair, District 2 – N.A. Degerstrom \$1,253,384; KN#22874 rapid flashing beacons, CDA, LHTAC(1) – Selland Construction \$880,772; KN#22746SIA, I-84 Cole & Overland lighting, District 3 – Quality Electric \$387,063; and KN#12098, Center Street Railroad Bridge underpass, LHTAC(5) – Cannon Builders \$6,370,323.90.

3) Rail-Highway Crossing Program (RHCP) modification. In accordance with Board Policy 5011 and Administrative Policy 5085, staff requests approval to adjust the RHCP to delay and move funding for KN#23971, S. Cole Road project to FY25 for \$695,000. And add a new project, SH-38, RRX, Malad City to FY24 for \$695,000.

4) ITD FY23 Annual Report. In follow up to last month's board presentation, staff is seeking approval for ITD's FY23 Annual Report. The report was revised to include feedback received from the Board. The four-page report includes historic information on eight TECM

corridor capacity improvement projects, reports on customer service, performance measures, employee-driven innovation, financial information, and a look forward from 2024 to 2028.

Informational Items.

1) Contract awards and advertisements. There were five ITD and two Local contracts awarded that did not require Board approval for the month of October 2023. Year to date, from October 1, 2023 to October 30, 2023, nine ITD and five Local contracts were bid, of which four ITD and three Local contracts requiring Board approval were awarded.

The list of projects currently under advertisement was provided.

2) Monthly report of federal formula program funding through October 30. Idaho received \$127.8 million in obligation authority (OA) through September 17th via a continuing resolution. It includes \$35.3 million of Highway Infrastructure General Funds and \$45 million in Bridge Formula funds. FY24 OA through November 17 is 27.9% of apportionments. Allotted program funding is through September 2024 is \$708 million with \$161 million remaining as of October 23, 2023.

3) Professional services agreements and term agreement work tasks report. From September 25, 2023 to October 22, 2023, 19 new professional services agreements and work tasks were processed, totaling \$3,315,119. Four supplemental agreements to existing professional services agreements were processed during this period for \$874,001.

4) FY25 budget revision #1 Statewide Cost Allocation Plan (SWCAP) adjustment. The SWCAP amount for the FY25 budget revision #1 is \$2,494,900. Last month's reporting had a placeholder amount of \$150,000. The total increase for SWCAP is \$2,644,900 with a grand total of \$55.2 million for FY25 base adjustments. The FY25 total program funding is \$1.135 billion.

Director's Monthly Report. Director Stokes stated ITD has 162 Veterans and thanked them for their service in honor of Veteran's Day by playing a video highlighting their photos.

Director Stokes reported the Governor's new Director of Operations and Transportation Advisor Lori Wolff will be introducing herself after his report. He expressed the importance of staying connected with the Governor's Office and his appreciation for her leadership.

Other highlights from the Director's report included an update on the recent Joint Finance and Appropriations Committee briefing and tour of the ITD State Street Campus. Legislators had several questions about ITD's relocation to the Chinden Campus. ITD recently partnered with the Department of Agriculture in the Quagga Mussels mitigation effort along the Snake River near Shoshone Falls. Staff from three districts and five loaders were deployed to help with the effort. Idaho's National Electric Vehicle Infrastructure (NEVI) baseline plan was approved by FHWA in September. In October the recently formed statewide advisory group held its kickoff meeting with another planned for December. They are developing a request for grant applications as part of a pilot program – possible locations include Lewiston, Bliss and Pocatello.

ITD's Office of Highway Safety is partnering with the Department of Health and Welfare to reduce traffic injuries by forming the Injury Prevention Collective. It will include behavioral health needs within the community to reduce impaired and distracted driving. They are planning a pilot project in Magic Valley. DMV partnered with Parks and Recreation to print RV registration stickers in response to customers reporting the stickers were deteriorating from sun exposure. It led to \$65,000 cost savings. ITD launched its gearing up for winter campaign. Director Stokes shared an ITD video created to increase awareness around winter driving.

In response to Chairman Kempton's question about the NEVI pilot program, Director Stokes stated that it is included in ITD's state plan that was recently approved by FHWA.

Introduction and Update: Governor's Office of Director of Operations and Transportation Advisor Lori Wolff. Governor's Office Director of Operations and Transportation Advisor Lori Wolff introduced herself and shared her 20 years of state service background. She stated the Governor's priorities in transportation through the Leading Idaho and Building Idaho initiatives reflect some of the largest investments in transportation and infrastructure. Noting Idaho is one of the fast-growing states in the country. For the future, the department can continue to see support for road and bridge projects as the Governor finalizes his recommend for the legislature.

Members of the Board shared welcoming remarks underscoring the importance of communication and the good working relationship they have with the Governor's Office.

Idaho's Rail-Highway Crossing Program Annual Report. Senior Transportation Planner Blaine Schwendiman presented Idaho's Rail-Highway Crossing Program Annual Report. Some highlights included there are 12 railroad companies operating in Idaho with 1225 public motorized and six non-motorized, of which 1089 are at-grade (336 active warning and 753 passive warning devices). Idaho Operation Lifesaver (IOL) works with law enforcement and railroad owners to educate the public on the safe use of railway crossings. ITD provides an annual state funded grant for IOL and a state coordinator position. Annually, ITD receives \$2 million from Federal Section 130 funding and dedicates \$250,000 through Idaho's State Rail Protection Account fund. The Rail Operations and Safety Team (ROAST) is responsible for selecting crossing projects. The five-year fatality incident average from 2018 – 2022 was only 0.20 to 1. In FFY23, 17 projects were obligated using RHCP funds. In 2022, ITD received an additional \$8 million through a state funded one-time Governor's Leading Idaho Initiative – 16 projects were programmed for FY23.

In response to Member Bulger's question regarding Section 130 funding, STP Schwendiman replied those are federal funds that the state is responsible for. Federal funds are used first then balanced with state funds. ITD receives about \$2 million annually.

In response to Member Hoff's question about rail company participation and if projects are on state highways, STP Schwendiman stated companies try to share in costs when possible. Fund can be used on any public crossing regardless of location.

Chairman Kempton inquired about the type of projects, many of which were for signing and signalization. STP Schwendiman stated the ROAST Team determines the type of needed improvements. Projects that require surface improvements are an example of when rail companies share in costs. Chairman Kempton commented that coordination with these companies have been lacking in the past. STP Schwendiman agreed and offered relationships with the rail companies are making significant improvements.

Annual Update on ITD's Research Program. Research Program Manager Ned Parrish provided an overview on ITD's research program. Some highlights included at least 25% of Statewide Planning and Research (SPR) funds must be used for research, development and technology transfer. ITD's Research Advisory Council (RAC) selects projects and sets funding priorities. The FFY24 Research Program budget is \$2.35 million (12% is state funding), of which 40% are for research projects and 22% are pooled fund projects.

Senior Research Analyst Amanda Laib reported on recently completed and active research projects and projects for 2024. Some highlights included there were six recently completed projects ranging from motor vehicle service's delivery analysis of Idaho's model and policy alternatives to bees and butterflies in roadside habitats to identify patterns, protecting Monarchs and informing management. There are seven active research projects such as, Idaho Truck Parking Availability, Use and Need Study and geotechnical asset management for rock slopes and rockfall risk assessment. Some of the new research projects for 2024 included annual average daily traffic (AADT) estimation and validation tools for local off-system public roads and breaking down commercial motor vehicle crashes – main causes.

RPM Parrish summarized the 35 Pooled Fund (shared with FHWA and other states) projects, the National Cooperative Highway Research Program (NCHRP) funding (ITD contributed \$398,906 in FY23), program support for 15 American Association of State Highway and Transportation Officials (AASHTO) technical service programs, and the Technology Transfer (T2) Program.

In response to Member Hoff's question about how many staff does the program have, RPM replied two; however, they rely on project sponsors to help guide and assist.

Chairman Kempton commented on the AADT metric for public roads in rural areas. He stated with low AADT it is not necessarily a guide for maintenance by itself. There are more efficient ways of doing it. AADT is only one determinate for rural areas.

2023 Operations Review of 80 MPH Interstate Corridors. Traffic Operations Engineer Kevin Sablan provided a background, summary of operation since the implementation of the 80 MPH speed limits, crash data, and an upcoming research project. Some highlights included in 2014, ITD implemented 80 MPH speed limits on Interstate Highways 15, 84, and 86 – 70 MPH for trucks. Traffic operations staff reviews speeds, vehicle differential speeds and crash rates on these routes annually. Immediately following the implementation, speeds increase to 82.5 MPH

over the 85th percentile speed, and currently are around 85 MPH on average. Differential speeds now ranges between 10 to 12 MPH. Fatal and serious injury crash rates have remained relatively constant from prior crash performance when raising the speed limit from 75 to 80 MPH. Traffic Engineer Sablan reviewed comparative 85th percentile speed data (pre and post speed limit change) from current year and from 2011 to July 2023. Most routes showed increases in summer and decreases in winter, but overall with some speed increase. Total Interstate crashes have shown some increases with decreases during the pandemic; however, in comparison to national rates, Idaho is the same or better. A research project is underway to examine commercial motor vehicle crash data to determine common causes and develop countermeasures. The one-year study's budget is \$100,000.

Member Bulger commented that I-86 is a shorter stretch of road and questioned if the crash data calculations can apply miles driven versus roadway miles. Traffic Engineer Sablan responded that calculations are based on the number of crashes and traffic volumes. The crash numbers show an increase; however, the frequency is about the same rate. From that perspective, the operations of the highway have remained the same.

Chairman Kempton expressed an observation of general aggressive driving attitudes. Traffic Engineer Sablan stated speeds have increased from 3 to 5 MPH over the posted speed limit – offering some reasons could be due to enforcement or improvements in vehicles and roadway design that handle higher rates of speed travel.

In response to Member Hoff's question about why crash data for I-90 has increased, Traffic Engineer Sablan replied it is contributed to the geometry of the highway with vertical changes and more challenging roadway to navigate.

Office of Highway Safety – Backseat Driver's Manual. Grants Officer Tabitha Smith introduced the One Stone High School Students' Sam Walker and Ella Cornett who co-presented background and research performed that led to the Backseat Driver's Manual. The Office of Highway Safety provided the grant funding for this two-year project. Some highlights included they conducted interviews to gather insight on creating a "How Might We" statement as a solution to mitigate distracted driving on Idaho's roadways. Of the top three ideas generated, creating the manual to help change road habit behaviors was the best. As a result of testing and feedback, two manual editions were created - ages 3 to 7 and ages 7 -11, to target learning levels. They plan on printing and distributing the manuals.

The Board commended the students for their work and creativity.

4th Annual ITD/AGC Excellence in Construction Partnering Award Presentation. CD/COO McElhinney reported there were 29 applications submitted for the various awards and introduced the judging panel.

Idaho's Associated General Contractors Executive Director Wayne Hammond spoke of the importance of partnership between ITD and the contractors underscoring the high level of communication throughout the entire contract construction process and the great results.

Senior Public Information Officer Angie Heuring presented the 13 top gold awards to ITD staff and the various contractors. She provided an overview of the winning projects and shared a video highlighting them. There were also 13 silver awards and three bronze awards that were not presented but recognized for excellence.

State Fiscal Year 2024 Financials. Controller Justin Collins provided the FY24 first quarter financial report summarizing revenue and expenditure activity. Some highlights included trends for the State Highway Fund show overall revenues are ahead of forecast with federal aid outpacing actuals from \$113.8 million to \$158.7 million. The Highway Distribution Account revenue is \$62.9 million. In comparison to FY23 year-to-date, expenditures for the State Highway Fund in contract construction are \$68 million more which reflects the delivery of those programmed projects. Revenues for the State Aeronautics Fund are ahead of forecast with increases in aviation fuel. There has been a slightly increase in personnel expenditures with no capital facilities expenses this first quarter. The Transportation Expansion & Congestion Mitigation (TECM) revenue is slightly under forecast at \$30.9 million and reporting \$10.4 million in expenses and \$20.8 million paid for debt service. The Strategic Initiative Program Fund balance as of September 30 is \$281 million. Interest revenue for the SIP Fund will be updated when data is available. Bond process expenses are \$7.4 million for GARVEE and \$46.5 million for TECM. The CARES Act Funding for FY24 year-to-date is \$400,000. Controller Collins summed up his report stating revenues are ahead of forecast from previous years and the capital facilities program are delivering on projects.

Spring 2024 Bond Sale and Market Update. TECM Engineering Manager Shawna King presented project readiness and projects proposed within the three categories (new construction, additional design and right-of-way, and new design) for inclusion in the spring 2024 bond sale. Some highlights included there are six new construction projects totaling \$378 million (represents 70% of the construction costs). The I-84 Burley and Heyburn Interchanges projects will utilize State pay-as-you go funds until the bond sale, when we can convert the payment to bond funds, and the I-90, SH-41 to US-95-West project will be held for advertisement until fall 2024 with a spring 2025 construction start. There are two additional design and right-of-way projects totaling \$14 million. These projects used \$38 million of previously bonded funds. There are three projects in the new design category, totaling \$8 million. These are three of the new projects that Board approved at the September board meeting. The grand total for the proposed bond amount is up to \$400 million. TECM EM King noted there is a draft resolution included for the Board's review prior to taking action next month.

Controller Justin Collins provided an overview of the TECM bond structure. Some highlights included the TECM bond program is rated at AA+ for a term of 25 years for each series. Bonds are sold as close as possible to the contract awards to meet the 6-month draw

down requirements. The finance team met October 31 to discuss timing, supply, and pricing versus closing dates. The team includes Citigroup and the Idaho Housing and Finance Association (IHFA). There is 45-days prior to the sale of the bond to lock in pricing to help mitigate draw down requirements. There was some consideration to split up the sale into two bond sales. The interest rate is estimated at 5.00%. Next steps are to seek Board approval next month authorizing the bond sale for early March 2024. The IHFA Board will seek approval next month to initiate the bond sale.

In response to Member Osborn's question about Citigroup's interest to split the proposed bond issuance into two sales, Controller Collins stated Citigroup believes two sales could be a reasonable option, especially with their current forecast of lower interest rates later in calendar year 2024. However, timing and project readiness will need to be considered in determining whether or not ITD selects this option.

Highway Historical Markers. Environmental Manager Wendy Terlizzi provided the history and three phases for the Highway Historical Markers (HHM) replacement project. Some highlights included - in partnership with the Idaho Historical Society, Idaho began using highway markers in 1956. The program was formally established in 1965 and revitalized in 1996. In 2021, the Board approved \$672,100 for projects to replace and upgrade signs. Of the 270 HHM statewide, 117 are either in poor condition or missing. To replace and update the remaining 153 HHM, \$336,400 of funding is needed. ITD created new HHM to address contemporary topics and plans to install 100 in missing and new locations statewide. The new HHM design was on display. The project would be funded over a 3-year period.

In response to Member Thompson's question about a record of the missing HHM, EM Terlizzi stated a HHM book was created in the 1990s, so they have some archives. Member Bulger noted the Historical Society has a reproduction with photos posted on its website.

In response to Chairman Kempton's question regarding total costs for the project, EM Terlizzi replied it is over \$900,000 for the 3-year project that is included in the program.

Member Osborn inquired if the signs are made in-house. EM Terlizzi confirmed the new signs and graphics are developed by ITD's sign shop.

In response to Member Bulger's question about what happens to the signs being replaced, EM Terlizzi stated, as ITD property, staff needs to look into the required deposit. Member Hoff commented Board member are not allowed to bid on state property.

Strategic Initiatives Program Local Transportation Grant Program (LTGP). CD/COO McElhinney stated ITD received 127 applications totaling over \$293 million. He reviewed the provisions of Idaho Code and the \$50 million available for each of the two population-based Categories (totaling \$100 million). Extra outreach was conducted in consultation with the MPO directors for a more detailed focus on scope and other factors. He thanked the various staff and stakeholders.

Planning Manager Scott Luekenga provided background on the LTGP program, reviewed the application review process and proposed projects summarizing funding amounts, and discussed next steps. Some highlights included there were 20 applications received for Large Urban (Category 1) totaling \$123.7 million and 107 applications for Small Urban/Rural (Category 2) totaling \$169.6 million for a grand total of \$293.3 million. Applications far outpaced available funding. Requested projects ranged from bridge and pavement rehabilitation to paving gravel roads. The recommended proposed projects for Large Urban included 11 awards and 37 for Small Urban/Rural for a grand total of 48 out of the 127 applications. The highest distribution of total proposed project awards are in District 3 (28.85%), District 4 (16.14%), and District 1 (15.47%). ITD will seek Board approval next month. Letters of award will follow with initiating agreements and fund distribution in January 2024.

Vice Chair DeLorenzo thanked staff and the stakeholders for their efforts and she hopes the legislature continues to make this program available.

Lunch with the Trucking Advisory Council. The Board recessed for lunch at 12:10 PM. and reconvened at 1:30 p.m.

Trucking Advisory Council (TAC) Annual Report. TAC Chairman John Pocock reported on activities that took place throughout the year such as joint meetings, tours and topics of interest discussed by the TAC. Some highlights included the TAC held a joint session with the Freight Advisory Committee in February. In May, the TAC met at the Declo Port of Entry and was able to observe operations such as the new Tire Anomaly Detection System. Chairman Pocock stated, when tire issues are discovered, service calls can be expensive and would prefer that truckers be given the option to go to a shop instead. Other topics highlighted were on CARB and electric vehicle impacts (new EV requirements can have significant impacts to Idaho), district partnerships on maintenance needs, bike safety on rural roads (creating educational curriculum with the Walk Bike Alliance and shared a simulated truck/bike video), expansion of 129,000 pounds truck routes (desire to expand across the state), speed limiters proposal (68 mph factory default), use of CB radios (advocate to reinstate), and truck parking (use of electronic signs displaying availability). In respect to 129K truck routes, Chairman Pocock reiterated that because of the weight distribution of greater axles for heavier trucks, they have a lighter footprint on the roadway and carrying greater loads reduces the number of trips. The cost to conduct engineering studies, currently required for 129K pound route requests, are expensive.

Chairman Kempton commented on the 129K pound route criteria that currently requires an engineer's study per statute. It ties into reasonable protection within these highway districts in terms of liability and safety, so decisions cannot be made without a study. It also provides due process for commissioner's review. He recommended working with the legislature if seeking changes.

South Jerome Interchange Contract Award (moved from the consent items). Engineering Manager Scott Malone provided information on the South Jerome IC that was bid October 3rd for a low bid of \$54.4 million – 37% over the engineers estimate (EE). There were two bidders on the project of which one was an irregular bid. The low bidder (Western Construction) is the same contractor for an adjacent project who has a working relationship with local stakeholders. Construction would commence fall 2023 and winter 2024. Additional funding was identified through statewide balancing.

Member Thompson stated although the project was over the EE by 37%, he did not have any reservations because of the difference on how ITD and the contractors bid projects. ITD uses past pricing versus contractors' real estimating pricing.

In response to Member Bulger's question about what comprised the \$14 million difference, EM Malone replied some of the main items that contributed to the difference was excavation, granular borrow (closest source to the project is over 40 miles away), storm sewer pipping, illumination and electrical parts.

Vice Chair DeLorenzo, Member Osborn, and Member Hoff stated supporting comments about presenting projects that are significantly over the EE and high dollar amounts versus approval via consent calendar. They appreciate the opportunity to discuss giving the project review their due diligence.

CD/COO McElhinney offered last year's number of bids totaled about \$660 million averaging three bidders per project all under 11% of the EE. Staff is in close communication with contractors and is in good shape against inflation.

In response to Member Bulger's question about other estimating methodologies, CD/COO McElhinney replied the district engineer's team gathers information from the state estimator on major items and materials. It is difficult to know what type of unit pricing and risk that the contractors include. ITD is confident in its estimating and believes they are in good shape. Member Bulger inquired about lessons learned. CD/COO McElhinney stated lessons learned are incorporate into their weekly meetings when discussing capacity and risk management.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB23-113 mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to construct this project; and

WHEREAS, ITD has the additional funds to add to this project.

NOW THEREFOR BE IT RESOLVED, that the Board approves the I-84, South Jerome Interchange project be awarded to Western Construction for the bid amount of \$54,397,271.35.

Local Advance Wetland Mitigation - Upper Snake River Watershed Project. Program Control Manager Colleen Wonacott presented the request to add a local advance wetland mitigation, Upper Snake River Watershed project to the FY24 – 30 ITIP in FY24 for \$75,000. The three proposed development projects are located within Bureau of Land Management (BLM) lands. The project will be in cooperation with BLM who has approved and included it in their management plan. The project will be in three phases – Pasture 9 of the Ker Shoshone Creek, Upper Mule Creek and Rock Cabin Spring.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB23-114 Department’s mission of safety, mobility, and economic opportunity; and

WHEREAS, Board Policy 4028 directs the Idaho Transportation Department’s to coordinate with the Local Highway Technical Assistance Council on Federal Aid project selection processes; and

WHEREAS, The Local Highway Technical Assistance Council (LHTAC) is proposing to collaborate with the BLM to provide wetland mitigation for future LHTAC projects with the proposed development of three advance wetland mitigation projects within the Upper Snake River watershed; and

WHEREAS, having a project in the ITIP/STIP provides maximum flexibility to work with partner agencies as funding is secured and reduces the schedule and timing risks associated with complex projects; and

NOW THEREFORE BE IT RESOLVED, that the Board approves the addition of the Local Advance Wetland Mitigation, Upper Snake River Watershed project to the approved FY2024-FY2030 ITIP and approved FY2023-2029 STIP and program of a total of \$75,000 in FY24.

Agreement Authority for I-84, South Jerome Interchange. State Design Engineer Monica Crider presented the request for professional services agreement authority for the I-84 South Jerome Interchange (IC) project by Horrocks Engineers. The project replaces the IC at I-84, Exit 168, improving both the west and east bound lanes. Utilities and canal work is anticipated to start in December. Currently, there is \$4.2 million obligated for all construction services by consultants.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-115 professional services agreements that exceed \$1 million; and

WHEREAS, District 4 will administer this project; and

WHEREAS, the funding has been identified and is obligated for this agreement.
NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 19338, I-84,
South Jerome Interchange, Jerome Co to exceed the \$1,000,000 agreement
authorization for consultant services up to \$3,750,000.

Agreement Authority for SH-55 North Fork of the Payette River, Rainbow Bridge Project
(by Delve Underground). Design Engineer Crider presented the request for professional services
agreement authority for the SH-55 North Fork of the Payette River, Rainbow Bridge project by
Delve Underground. The project replaces a poor condition bridge by building a new bridge on
an offset to preserve the existing historic Rainbow Bridge. Phase 1 is for geotechnical related
services and Phase 2 for bridge foundation investigation and various design services. Currently,
there is \$4.73 million scheduled for design service by consultants.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-116 professional services agreements that exceed \$1 million; and

WHEREAS, District 3 will administer this project; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23187, SH
55, North Fork of the Payette River, Rainbow Bridge to exceed the \$1,000,000
agreement authorization for consultant services by Delve Underground up to
\$1,550,000.

Agreement Authority for SH-55 North Fork of the Payette River, Rainbow Bridge Project
(by Modjeski and Masters). Design Engineer Crider presented the request for professional
services agreement authority for the SH-55 North Fork of the Payette River, Rainbow Bridge
project by Modjeski and Masters. The project replaces a poor condition bridge by building a
new bridge on an offset to preserve the existing historic Rainbow Bridge. In February 2023, the
consultant was selected to provided design services including preliminary design, geotechnical
report, final design and planning, specifications and estimates (PS&E). Currently, there is \$4.73
million scheduled for design service by consultants.

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

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

ITB23-117 professional services agreements that exceed \$1 million; and

WHEREAS, District 3 will administer this project; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23187, SH 55, North Fork of the Payette River, Rainbow Bridge to exceed the \$1,000,000 agreement authorization for consultant services by Modjeski and Masters up to \$3,180,000.

Agreement Authority for I-84 Karcher Interchange, Karcher to Middleton Road Project.

Design Engineer Crider presented the request for professional services agreement authority for the I-84 Karcher Interchange, Karcher to Middleton Road project by Horrocks. The scope is to improve the safety and mobility at the I-84 Karcher IC, Exit 36. The project includes bicycle and pedestrian improvements and traffic signal modifications. In July 2023, the Board approved \$1.6 million for construction, engineering and inspection services (CE&I); however, due to the bid resulting in one irregular bid, the project will need to be readvertised. Because of the delay, the estimated cost increased to approximately \$2.2 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-118 professional services agreements that exceed \$1 million; and

WHEREAS, District 3 will administer this project; and

WHEREAS, the funding is available and obligated for these services.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23336, I 84, Karcher IC, Karcher to Middleton Road, Canyon Co to exceed the \$1 million agreement authorization for consultant services up to \$2,200,000.

Agreement Authority for SH-16 Ustick Road to US-20/26 Project. Design Engineer Crider presented the request for professional services agreement authority for the SH-16 Ustick Road to US-20/26 project by HMM. The TECM project Phase 2 includes three new bridges, a 4-lane controlled access highway with two signalized intersections. In February 2023, the Board approved \$2.5 million for the first two years of CE&I services. The requested increase in authorization for the two separately yearly agreements of \$2.4 million brings the total authorization to \$4.9 million for all construction services by consultants.

Member Osborn stated funds for the last five items have all been available, to which Director Stokes added that the funding was already approved. This process is to satisfy the policy requirements for approving contracts (per Board Policy 4001).

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-119 professional services agreements that exceed \$1 million; and

WHEREAS, TECM Bonding Office will administer this project; and

WHEREAS, the funding is available and obligated for these services.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23408, SH 16, Ustick Road to US 20/26, Ada and Canyon counties to exceed the \$1 million agreement authorization up to \$4,900,000.

Agreement Authority for SH-16 Franklin Road to Ustick Road Project. Design Engineer Crider presented the request for professional services agreement authority for the SH-16 Franklin Road to Ustick Road project by HMM. The TECM project Phase 2 includes three new bridges, a 4-lane controlled access highway with intersection ramps. The project is split into yearly phases with the first year approved for \$690,086. The requested increase in authorization of \$3.7 million brings the total authorization to \$4.4 million for CE&I services. Currently, there is \$5.8 million scheduled for consultant services.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-120 professional services agreements that exceed \$1 million; and

WHEREAS, TECM Bonding Office will administer this project; and

WHEREAS, the funding is available and obligated for these services.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23409, SH 16, Franklin Road to Ustick Road, Ada and Canyon counties to exceed the \$1 million agreement authorization up to \$4,400,000.

Agreement Authority for SH-16, I-84 to Franklin Road Project. Design Engineer Crider presented the request for professional services agreement authority for the SH-16, I-84 to Franklin Road project by HMM. The TECM project Phase 2 includes one new bridge, a 4-lane controlled access highway with intersection ramps, and two signalized intersections. In February 2023, the Board approved \$2.5 million for the first two years of CE&I services. The requested increase in authorization of \$2.7 million brings the total authorization to \$5.2 million for CE&I services. Currently, there is \$5.2 million scheduled for consultant services.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB23-121 professional services agreements that exceed \$1 million; and

WHEREAS, TECM Bonding Office will administer this project; and
WHEREAS, the funding is available and obligated for these services.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23410, SH
16, I 84 to Franklin Road, Ada and Canyon counties to exceed the \$1 million
agreement authorization up to \$5,200,000.

Executive Session on Legal and Personnel Issues. Member Thompson made a motion to meet in executive session at 2:35 PM 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.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 3:10 a.m.

Signed

JIM KEMPTON, CHAIRMAN PRO TEM
Idaho Transportation Board

Read and Approved
December 13, 2023
Boise, Idaho