

REGULAR MEETING
IDAHO TRANSPORTATION BOARD

February 21, 2024

The Idaho Transportation Board met at 8:30 AM on Wednesday, February 21, 2024, in Boise, Idaho. The following principals were present:

William (Bill) H. Moad - Chairman
James R. Thompson – District 1
Gary Osborn - District 2
John Bulger, Member – District 5
Bob Hoff, Member – District 6
Scott Stokes, Director
Chief Deputy/Chief Operations Officer Dan McElhinney
Lorraine Dennis, Business Executive to the Board
Tim Thomas, Deputy Attorney General

Vice Chair Julie DeLorenzo, District 3 participated remotely, and Mitch Watkins, District 4 was absent.

Workshop. Chief Deputy McElhinney provided opening remarks about the workshop goals to provide status of federal and state revenue projects in preparation and outline updated targets proposed based on district engineer input for the June draft ITIP workshop. Division Administrator Schroeder lead discussions on the Idaho Transportation Investment Program (ITIP) pavement, bridge, and safety/capacity funding targets overview. The intent is to consider increasing investments in pavement from \$150 million to \$200 million beginning as early as Fiscal Year 2026, along with other adjustments. Discussions are in preparation for the Board's budget and draft ITIP workshop this June.

Staff reviewed the ITIP development timeline, federal and state funding sources, funding distribution to ITD and the local program, the various ITIP programs, funding definitions and recommendations, and program funding levels for pavement, bridge, and safety/capacity workshop handouts (Exhibit 566 – workshop handouts represent draft content for discussion).

During the program funding levels review, Chairman Moad commented many of the Board Unallocated Funded projects are for paving and questioned if a short-term funding level increase from \$10 to \$15 million should be considered. Staff will review options and include recommendations at the June workshop.

In summary, staff recommends funding levels of \$200 million for pavement, \$100 million for bridges and up to \$165 million for safety/capacity (after Transportation Expansion & Congestion Mitigation). It also includes roadway items associated with bridges in safety/capacity starting in FY27 instead of the Bridge Program and a State-fund reserve for grant match of \$25 million per year starting in FY27.

Safety Share. Highway Maintenance Operations Kelley Dick reported on lighting enhancements made to snowplows to increase safety. Last year, there were 17 snowplow strikes with 10 reported this year. The new lights have controls that allow for slower flashing settings at night, plus the addition of two front-mounted amber lights were installed.

In response to Chairman Moad's question about increasing funding for snowplow safety communications, Director Stokes stated ITD can use some federal aid from the \$1 million in the Office of Highway Safety programs, which they are currently renewing media outreach efforts.

Select Board Vice Chair. Member Hoff made a motion to nominate Member DeLorenzo as Vice Chair, seconded by Member Thompson. No other nominations were made. The motion passed unanimously.

Review Board Subcommittee Assignments. The Board reviewed the 2024 Board Subcommittee assignments for 129,000 Pound Truck Routes, Adjustments to the State Highway System, Audits, and Policies.

Board Minutes. Member Osborn made a motion to approve the minutes of January 24, 2024, seconded by Member Hoff, and the motion passed unanimously.

Board Meeting Dates. The next meeting is March 20, 2024, in Boise.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB24-07 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 2024 Transportation Alternatives Program applications.

1) 2024 Transportation Alternatives Program (TAP) applications. The Local Highway Technical Assistance Council (LHTAC) approved an application period for TAP to award approximately \$15 million in funding (two program years) to eligible applicants. This application period closed on January 18, 2024 with 35 applications requesting a total of \$14.9 million in federal funds. On February 1, 2024 the LHTAC Executive Council approved recommendations to move forward with funding all applications without scoring.

Informational Items.

1) Contract awards and advertisements. There were eight ITD and zero Local contracts

awarded requiring no action from the Board for January 2024. Year to date, from October 1, 2023 to January 31, 2024, 32 ITD and 11 Local contracts were bid, of which eight ITD and four Local contracts requiring Board approval were awarded.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From December 25, 2023 to January 28, 2024, 23 new professional services agreements and work tasks were processed, totaling \$6,154,876. Four supplemental agreements totaling \$720,992 to existing professional services agreements were processed during this period.

3) Monthly report of federal formula program funding through February 8. Idaho received \$222.4 million in obligation authority (OA) through March 1, 2024 via a continuing resolution. It includes \$35.2 million of Highway Infrastructure General Funds and \$45 million in Bridge Formula funds. FY24 OA through March 1st is 46.7% of apportionments. Allotted program funding is \$252.8 million with \$182.5 million remaining as of February 8th.

Director's Monthly Report. Director Stokes announced Policy Specialist Matt Moore and Maintenance Operations Manager Steve Spoor received AASHTO's 25 Years of Meritorious Service award. These awards are given to senior transportation officials who have made an impact in their state. Director Stokes reported staff recently hosted a legislative visit at the Declo Port of Entry for a first-hand look at the important work of ITD's employees. The department made its presentation to the Joint Finance Appropriation Committee (JFAC) on February 8th with budget setting moved to March 1.

Chief Innovation and Experience Officer Brenda Williams reported on the department's employee innovation program Innovate ITD! and its 10-year anniversary celebration. Some highlights included the program was created in 2014 and is an important part of ITD's work culture. Since inception, 1,482 innovations were implemented (1,641 ideas submitted) saving over \$61 million and nearly 600,00 hours. Overall, over 300 employees have been recognized at the annual Best of the Best awards. New to the program includes a real-time dashboard, video demonstrations, and publication of an executive summary. In closing, CIEO Williams stated ITD has been invited to present its innovation program to the National Cooperative Highway Research Program and recognized ITD's statewide innovation stewards.

In response to Member Bulger's question regarding if employee innovations are patented, CIEO Williams stated not that she is aware of – other than making changes to improve efficiencies.

In response to Chairman Moad's inquiry about a plan to reward employee monetarily for their ideas, CIEO Williams replied other some states have indicated cash rewards can create a negative unintended consequence amongst employee. They will continue to explore options and learn how they can focus on positive outcomes.

Director Stokes concluded his report by expressing his thanks to the winter maintenance crews for keeping roads safe in the winter and highlighted ITD's 50 Year anniversary.

Legislative Update. Government Affairs Manager Colby Cameron stated the legislative session is halfway through with a projected wrap up late March. The department had its budgeting hearing on February 8th and anticipate budgeting setting on March 1. Of the department's three bills, the 10-year plate replacement proposal was held in committee due to concerns with local law enforcement. ITD's administrative rules are moving forward. Staff is tracking 25 legislative proposals. Some highlights on other issues and legislative proposals staff is monitoring included the shift in the budget setting process by leadership and JFAC, the Idaho Trucking Association's proposal for an electric vehicle fee increase, House Concurrent Resolution authorizing a committee to study traffic corridors on Highways 55, 16 and 95, limiting telework to 15% of staffing levels, and an anticipated abandon vehicles proposal.

In response to Member Bulger's question regarding why telework limits are being proposed, GM Cameron stated it may be an effort to capture frequency and reporting data at the state level.

State FY24 financial statements. Controller Justin Collins reported on the department's semi-annual financials. Some highlights included actual revenues to the State Highway Fund are ahead of forecast – averaging about \$1 million over forecast per month. The Highway Distribution Account is about \$7 million ahead of forecast. Expenditures in SHF are keeping pace with investments levels in contract construction (\$384.7M) and capital (\$54.7M). Both the State Aeronautics Fund and TECM Fund are slightly below forecast with expenditures as planned. The Strategic Initiatives Program Fund (SIPF) balance as of December 31, 2023 is \$241M. Controller Collins noted interest revenue for the SIPF has not been recorded since August 2023 due to delays at the Treasurer's Office. Expenses for GARVEE is \$21.8M, TECM - \$123M, and CARES Act - \$16.9M. Controller Collins stated revenue is in a strong position and can support moving forward with the projects identified with the Holdback fund.

Department of Motor Vehicles (DMV) update. DMV Administrator Lisa McClellan reported on Skip the Trip, virtual appointments, the phone system modernization, dealer online portal and successes. Some highlights included 60% of registration renewals and 49% of all vehicle transactions are now occurring online. As of January 2024, people conducting transactions on the DMV portal are able to complete them in under four minutes. DMV is piloting virtual appointments one day a week in Oneida County. They had 35 customers in their first week. Participating counties will be eligible to charge an administrative fee. In partnership with ITD's Enterprise Technology Services (ETS) staff, Information Technology Services (ITS) staff, and Amazon's Web Services, they built an automated call distribution system featuring call aids to help improve the customer's experience. Administrator McClellan concluded with outlining the upcoming dealer portal plans and DMV successes in innovation.

Local Rural Highway Investment Program (LRHIP) annual report. State Design Engineer Monica Crider introduced Local Highway Technical Assistance Council (LHTAC) Construction

Engineering Manager Megan Kautz who presented the LRHIP annual report. She reported LHTAC provides technical assistance, training and project oversight for 287 local entities. The LRHIP program is authorized through Board Policy 4030 and allows for the exchange of surface transportation-rural funds for state highway funds at a rate of 80-cent state for every \$1 of federal. The maximum exchange rate is \$5 million. In FY23, \$4.85 million of federal was exchanged for \$3.88 million in state. LHTAC Kautz reported on the rules, scoring criteria, application process, and eligibility of funds. Some highlights included of the 97 applications submitted, 63 were granted totaling \$3.5 million. Some construction projects completed were in South Latah Highway District (\$118,000) and Mountain Home HD (\$428,000). A new traffic sign in Bingham County and a transportation plan update for the City of Salmon were funded. Applications for emergency projects are received year around. Of the \$400,000 reserved annually for emergency projects, six projects were completed using all of the available funding.

FY24 Idaho Transportation Investment Program (ITIP) balancing. Program Management Office Manager Jared Holyoak reviewed policies establishing the ITIP and notable FY24 cost increases and decreases; otherwise known as statewide balancing. Some examples included decreases result from when bids come in lower than the engineer's estimate or increases incurred from change orders or right-of-way costs.

Project Manager Brad Wolfinger reviewed specific statewide balancing projects with increases (total \$39.9 million all increases) and decreases (total \$56.4 million all decreases) greater than \$400,000, and funding adjustments post bid opening. There were 34 projects advertised totaling \$230 million with 21 projects as of February 6th yet to be advertised totaling \$97 million. PM Wolfinger reviewed the State \$20 million Holdback strategy and pre-identified projects. Six projects were held contingent upon revenues and inflation that are now ready to move forward. The department also has a State Highway System Reserves of \$30 million that are not programmed. The reserve was intended for possible market inflation and project budget adjustments.

PM Wolfinger stated with stable market conditions, about \$17 million under-programmed and a positive statewide balance of \$19.1 million, staff proposes to advance FY25 projects and cover FY24 funding priorities to start development and construction early for the priority list as outlined in the resolution below.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB24-08 Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public's interest for the Department to publish and 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, and local funding; and

WHEREAS, Board Policy 4011 directs the Department to establish and maintain a seven-year ITIP that effectively and fully utilizes all available transportation improvement funds; and

WHEREAS, Board Policy 4011 requires board approval for mid-year changes to existing projects in the ITIP which involve major scope or delivery changes; and

WHEREAS, Fiscal Year 2024 (FY24) is under programmed and positive statewide balancing amounts are available; and

WHEREAS, a list of FY25 projects have been identified as beneficial to advance into FY24 to utilize additional current year revenues, aid in balancing FY25, and be constructed one year earlier.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the utilization of unprogrammed FY24 funds along with identified statewide balancing funds to advance FY25 projects and cover FY24 funding priorities as summarized in Attachment No. 6 and the table below.

ATTACHMENT 6: FY2024 FUNDING PRIORITIES AND FY2025 PROJECT ADVANCEMENTS						
					Program Funding Balances	FY24
					Current Availables Per 1/9 Balancing Handout	17,165
					Current FY24 Statewide Balancing ESTIMATE	19,123
					Estimated Available FY24	36,288
Priority Group 1						
Priority	Dist	Key #	Route	Project Location	Funding Actions FY24	
1	6	24394	US 20	US-20, ARCO TO IDAHO FALLS – DESIGN	2,000	
2	1	22770	SH 54	SH 54, SH 41 TO GREYSTONE LANE, KOOTENAI CO	4,000	
3	6	23242	US 93	US 93, WILLOW CR SUMMIT TO JCT SH 75, CUSTER CO	8,738	
4	5	20186/20547/21872	I 15	INKOM TRIPLE COMPANION BRIDGE PROJECTS	7,000	
5	5	22656	I 15	I 15, W BLACKFOOT IC TO RIVERSIDE CANAL NBL, BINGHAM CO	11,000	
					32,738	
Priority Group 2						
Priority	Dist	Key #	Route	Project Location	Funding Actions FY24	
6	1	20660	US 2	BROWN CR PASSING LN TO COMANCHE ST, BOUNDARY CO	2,299	
7	2	20090	US 95	GRANGEVILLE TRUCK ROUTE BYPASS RDTURNBAY	1,775	
8	6	23578	US 20B	US 20B, FY25 IDAHO FALLS SIGNAL UPGRADES	1,208	
					5,282	
					Difference	(1,732)

Request to approve consultant agreement authorization for the US-93, 300 South Road project. State Design Engineer Monica Crider presented the request for professional services agreement authorization for the US-93, 300 South Road project by HDR Engineering. The project improves safety and capacity on US-93 between 400 South and 200 South intersections in Jerome County. With design services (\$933,475) and negotiated costs for Engineer of Record (EOR) for the construction phase (\$362,464) the total cost of services is \$1,295,939.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB24-09 professional services agreements that exceed \$1 million; and

WHEREAS, District 4 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. 19943, US-93, 300 South Road, Jerome County to exceed the \$1 million agreement authorization up to \$1,295,939.

Request to approve consultant agreement authorization for SH-44, Star Road to SH-16 project. State Design Engineer Monica Crider presented the request for professional services agreement authorization for the SH-44, Star Road to SH-16 project by Ardurra Group. The project widens the existing roadway to 5-lane section with paved shoulders, drainage, and pathway. With Phase I and II design (\$1.3 million), and Phase II supplemental due to unforeseen environmental document delays (\$269,000) and EOR services (\$150,000) the total cost of services is \$1.48 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB24-10 professional services agreements that exceed \$1 million; and

WHEREAS, District 3 will administer this project; and

WHEREAS, the Board has approved agreement authorization up to \$1,300,000 at the April 2021 Board meeting; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 20574, SH-44, Star Road to SH-16, Ada County to exceed the \$1 million agreement authorization up to \$1,482,348.

Request to approve consultant agreement authorization for FY27 Roadway and ADA improvements. State Design Engineer Monica Crider presented the request for professional services agreement authorization for FY27 Roadway and ADA improvements by Parametrix. The project provides pavement rehabilitation and pedestrian improvements - Vista Avenue from Overland Road to Rose Hill Street. Design services for this initial agreement from concept to Plans, Specifications and Estimate (PS&E) is \$1.27 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB24-11 professional services agreements that exceed \$1 million; and

WHEREAS, ACHD 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. 22390, FY27 Roadway and ADA improvements, Boise to exceed the \$1 million agreement authorization up to \$1,271,768.

Request to approve consultant agreement authorization for SH-55, Farmway Road to Middleton Road project. State Design Engineer Monica Crider presented the request for professional services agreement authorization for the SH-55, Farmway Road to Middleton Road project by Horrocks Engineers. The project widens the road to two lanes in both directions with dedicated turn lanes and includes multiple bridge replacements and right-of-way over 140 parcels. With Phase I and II design (\$10 million), expanded project scope (\$800,000), and additional design services to relocate City of Caldwell’s multiple utility lines (\$430,000), the total cost for services is \$11.2 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB24-12 professional services agreements that exceed \$1 million; and

WHEREAS, TECM Bonding Office will administer this project; and

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

WHEREAS, the Board has approved agreement authorization up to \$10,800,000 at the September 2022 Board meeting; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 22715, SH-55, Farmway Road to Middleton Road, Canyon County to exceed the \$1 million agreement authorization up to \$11,230,000.

Request to approve consultant agreement authorization for Old Highway 95, Union Pacific Railroad Bridge replacement project. State Design Engineer Monica Crider presented the request for professional services agreement authorization for the Old Highway 95, Union Pacific Railroad Bridge replacement project by David Evans & Associates. The project replaces and relocates a structurally deficient bridge across the UPRR and realigns Old Highway 95. With Phase I concept design (\$190,227) and Phase II from concept to PS&E (\$1,139,311) the total cost for services is \$1.3 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB24-13 professional services agreements that exceed \$1 million; and

WHEREAS, LHTAC 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. 22892, STC-5751, Old Highway 95; UPRR Bridge Replacement, Lakes Highway District to exceed the \$1 million agreement authorization up to \$1,329,538.

Request to approve consultant agreement authorization for Reconnect, Access, & Improve Safety and Equity (RAISE) project. State Design Engineer Monica Crider presented the request for professional services agreement authorization for the Reconnect, Access, & Improve Safety and Equity (RAISE) project by HDR Engineering. The project is to design local and regional connections to benefit residents in the North Nampa Neighborhood such as sidewalk expansion, pathways, bridge work and a transit study. The initial Phase I agreement includes preliminary engineering, NEPA, right-of-way and design services for six projects totaling \$4.8 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB24-14 professional services agreements that exceed \$1 million; and

WHEREAS, LHTAC will administer this project; and

WHEREAS, the funding is scheduled and will be obligated for these services.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 23983, Reconnect, Access & Improve Safety & Equity, Nampa to exceed the \$1 million agreement authorization up to \$4,800,000.

Executive Session on Legal and Personnel Issues. Member Osborn made a motion to meet in executive session at 11:55 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 pertained to department highway operations on legal and personnel matters and adjourned at 12:55 p.m.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN22715, Project No. A022(715) SH-55, Farmway Road to Middleton Road, Canyon County, Parcel 31.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way along
ITB24-15 SH-55, Farmway Rd. to Middleton Rd., for Project No. A022(715); 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 31.

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 KN22715, Project No. A022(715) SH-55, Farmway Road to Middleton Road, Canyon County, Parcel 32.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way along
ITB24-16 SH-55, Farmway Rd. to Middleton Rd., for Project No. A022(715); 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 32.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000.00.

Board Unallocated Fund request for SH-14 between Harpster and Elk City, District 2. District 2 Engineer Doral Hoff outlined the request for \$2.5 million of Board Unallocated funds for pavement repair on SH-14 between Harpster and Elk City between Milepost 11 and 17. The project is for pavement and shoulder repair of the roadway.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB24-17 mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to restore surface pavement conditions by milling and paving with hot mix asphalt on the traveled lanes of SH-14 between Harpster and Elk City in District 2; and

WHEREAS; ITD is prepared to incorporate this project into the approved Statewide Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED that the Board approves this project for restoring surface pavement conditions by milling and paving with hot mix asphalt on the traveled lanes of SH-14 between Harpster and Elk City in District 2, and be added to the ITIP at a cost of approximately \$2,500,000 using FY 2024 Board Unallocated Funds.

BE IT FUTHER RESOLVED, that the Board approves staff to adjust the program and amend the approved FY 2024- 2030 ITIP accordingly.

I-84 Mobility Improvement Study. District 3 Engineer Jason Brinkman reviewed the 11-mile section of I-84 between the Garrity Interchange (IC) in Nampa and the I-84/I-184 Wye Interchange in Boise study area and operational improvements. Some highlights included the study area has grown by 16% in the last five years and has the highest volume traffic segments in Idaho. The study focus is not on mainline capacity, but rather removing obstacles to smooth out traffic. Currently, there are two types of on-ramps - tapered (older design) and parallel (preferred), that alternate creating confusion and generating complaints. Improvements will center on smoothing out merges and adding auxiliary lanes to achieve lane balance. The

eastbound segment I-84 between Meridian IC to Eagle IC has already been studied with design due to complete this summer. Design includes an auxiliary lane amongst other improvements.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB24-18 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 I-84 corridor was most recently widened in segments through the GARVEE program, which planned improvements with a 20-year design life; and

WHEREAS, current design standards indicate a need to review lane balance between interchanges which could be achieved through future operational improvements such as auxiliary lanes or additional lanes in the I-84 corridor; and

WHEREAS, the initial phase of identifying potential improvements in this corridor begins with traffic data collection, traffic modeling, traffic projections, an origin destination study, and review of operational performance; and

WHEREAS, having a prioritized list of potential improvements and a phasing plan allows for the programing of potential future project(s); and

WHEREAS, the Transportation Board established a Planning, Scoping & Studies Program in the FY24-30 ITIP at \$6 million in FY2024.

NOW THEREFORE BE IT RESOLVED, that the Board approves the FY24-30 ITIP be amended to include up to \$2 million for the I-84, Mobility Improvements Study between the Garrity Interchange in Nampa and the I-84/I-184 Wye Interchange in Boise in the Planning, Scoping & Studies Program.

Chairman Moad moved up the Climate Pollution Reduction Grant agenda item to accommodate Member Bulger’s schedule who had to leave after that presentation.

Climate Pollution Reduction Grant (CPRG) with the City of Pocatello. District 5 Engineer Todd Hubbard reviewed the importance of the CPRG, project details, coalition partners, ITD’s role and next steps. Some highlights included the City of Pocatello proposes to submit a CPRG to build a truck to rail transload facility. The grant is 100% federally funded through the Environmental Protection Agency with no required match. The project would require ITD to

reconstruct two bridges and build two bridges on I-86. ITD is a coalition partner and needs to submit a letter of intent and MOU. Applications are due April 2024.

In response to Member Bulger’s question regarding outreach and working with the agricultural community and airports, DE-5 Hubbard stated the City of Pocatello is conducting that communication as part of the statewide plan with Department of Environmental Quality.

Contract award for US-20/26 & SH-44 surface treatments. District 3 Engineer Jason Brinkman reviewed the two special provisions variances for the US-20/26 and SH-44 surface treatments contract award. Traffic Control - there were items that were missed initially due to the complexity required for the project. Aggregate for Chip Seal - was based on similar unit pricing; however, the need for night operations requiring a dedicated the hot plant was not factored in. For safety reasons, night operations for summer sealcoats are being piloted. The total bid cost difference for these two items is \$1.99 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB24-19 awarding contracts that exceed the Engineers Estimate by more than 110%; and

WHEREAS, District 3 will administer this project; and

WHEREAS, the contract will not be awarded until the funding has been scheduled and obligated.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 22677, FY24 Surface Treatments, US-20/26 & SH-44, Ada County to be awarded to the apparent low bidder in the amount of \$9,459,000.00.

Contract award for I-90, Coeur d’Alene River Bridge replacement. Engineer Associate Erica Aamodt reviewed the two special provisions variances for the Coeur d’Alene River Bridge replacement project. Temporary Work Bridge – a specialty item with few similar pricing estimates available, short project work window, environmental constraints, and different configurations needed. Precast Deck Panels – have limited bid history with only one supplier in the region. The total bid cost difference for these two items is \$4.1 million.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Transportation Board to approve
ITB24-20 awarding contracts that exceed the Engineers Estimate by more than 110%; and

WHEREAS, District 1 will administer this project; and

WHEREAS, the contract will not be awarded until the funding has been scheduled and obligated.

NOW THEREFORE BE IT RESOLVED, that the Board approves Key No. 21935, I-90, Coeur d'Alene River Bridge Eastbound and Westbound Lanes, Kootenai County to be awarded to the apparent low bidder in the amount of \$31,567,714.80.

Board Unallocated Fund request for US-20 pavement repairs project, District 6. District 6 Engineer Jason Minzghor outlined the request for \$2.5 million of Board Unallocated Funds for pavement repairs on US-20 from the Junction of US-26 to Idaho Falls, Milepost 264 to 301. Some sections were patched last fall to fix the worst segments. This segment of highway experiences heavy bus traffic. The work includes a scrub seal and rut repair.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, ITB24-21 mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to fund US-20 MP 264 to MP 301 Pavement Repairs project; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approve the US-20 MP 264 to MP 301 Pavement Repairs project be added to the FY24 - 30 ITIP at a cost of approximately \$2,500,000 using FY24 Board Unallocated Funds.

BE IT FURTHER RESOLVED, that the Board approves staff to adjust the Program and amend the approved FY24-30 ITIP accordingly.

I-15/US-20 Connector project update. District 6 Engineer Jason Minzghor provided an update on the Planning and Environmental Linkages (PEL) process, the project's PEL study, public involvement, potential alternatives, the National Environment Policy Act (NEPA) process and criteria, Environment Impact Statement (EIS) public scoping meeting, and the proposed alternative benefits. Some highlights included the PEL process started in fall 2017 and completed in winter 2020. The PEL study looked at improvements for six interchanges on I-15 and US-20 in Idaho Falls. Four public involvement meetings, among several others, were held 2018 – 2019. Fourteen concept alternatives were identified with two options selected – Alternatives E3 and H2. In 2022, the department received FHWA's Environmental Excellence Award for the first PEL completed in Idaho. The NEPA process began in 2021 with an anticipated final EIS by spring 2026. The public EIS scoping meeting generated 157 public

comments with nearly 600 participants. DE-6 Minzghor summarized the benefits of Alternative H2 such as, improving interchange spacing, separates regional from local traffic reducing congestion, and feasibility to construct in phases.

In response to Chairman Moad’s question regarding the right-of-way for Alternative H2, DE-6 Minzghor stated the majority is agricultural land; however, they are aware of potential developments forthcoming.

Member Hoff stated his preference for the H2 Alternative citing it is less impactful to residential areas and would encourage westside development.

In response to Director Stokes question regarding notification to the public on a preferred option, DE-6 replied the H2 Alternative was announced; however, it will be part of the draft EIS completion and technical reports slated for summer 2025.

Urban Area Boundary adjustments. Planning & Development Manager Scott Luekenga provided background on the Urban Area Boundary (UAB) adjustments reviewing key programs impacted, boundary criteria and the timeline. Some highlights included adjustments are based on outcomes from the U.S. Census Bureau’s census every 10 years. FHWA gives state DOTs the opportunity to adjust and revise urban boundaries to be more consistent with transportation planning needs. Some of the impacted programs are transportation management areas and metropolitan planning organizations. UAB criteria are for populations over 5,000 and housing density over 2,000. An UAB team was established and will seek Board approval in July.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 2:28 p.m.

Signed

WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Read and Approved
March 20, 2024
Boise, Idaho