

REGULAR MEETING
IDAHO TRANSPORTATION BOARD

May 15 - 16, 2024

The Idaho Transportation Board met at 10:00 AM on Wednesday, May 15, 2024, in Twin Falls, 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
Mitch Watkins, Member – District 4
John Bulger, Member – District 5
Bob Hoff, Member – District 6
Scott Stokes, Director
Dan McElhinney, Chief Deputy/Chief Operations Officer
Lorraine Dennis, Business Executive to the Board

District 4 Tour and Outreach Workshop. The Board met at the District 4 Twin Falls Residency building where they engaged with staff and had hands-on experience learning about how to operate various road equipment. Following the tour, the Board convened at the Hilton Garden Inn for the Outreach Workshop with local transportation officials.

Chairman Moad and Member Watkins welcomed participants of the Idaho Transportation Investment Program (ITIP) Outreach Workshop. Director Stokes gave opening remarks, shared a video highlighting the Idaho Transportation Department's (ITD) functions, spoke of investing with purpose and highlighted ITD's 50-year anniversary. District 4 Engineer Jesse Barrus facilitated the workshop. Participants had time to view project and program display boards and interact with executive staff, the Board and district staff. They reconvened to hear presentations from ITD staff and the Local Highway Technical Assistance Council (LHTAC). CD/COO McElhinney presented a statewide project delivery and construction success update and DE-4 Barrus presented a Local Transportation Grant Program update and District 4 priority projects information. Motor Vehicle Administrator Lisa McClellan gave an update on DMV, Aeronautics Administrator Tom Mahoney presented information on aeronautics, Senior Transportation Planner Shauna Miller provided an overview on Public Transportation, and Grants Officer Jillian Garrigues shared information on the Office of Highway Safety. Chief Administrative Officer Dave Tolman presented an update on ITD funding and distribution to Locals, and LHTAC Administrator Laila Kral provided an overview on LHTAC's programs and funding. The Workshop included an open forum for local transportation officials to ask questions and share comments and then concluded with closing remarks from Director Stokes.

WHEREUPON, the Idaho Transportation Board's tour and workshop recessed at 3:35 PM.

May 16, 2024

The Idaho Transportation Board convened at 8:00 AM on Thursday, May 16, 2024, for a tour of the US-93 building site and then began the business meeting at the District 4 Office in Shoshone, Idaho. Members and principals from previous day were present. Lead Deputy Attorney General Tim Thomas joined.

US-93 Site Tour. Board members and key principles stopped at the build site off US-93 that is being considered as a potential site to relocate the Jerome Maintenance Shed.

Safety Share. Transportation Tech. Operations K.C. Marcroft reported on spring run-off and the importance of watching for rocks and other hazards while driving.

Board Minutes. Member Hoff made a motion to approve the minutes of April 17 - 18, 2024, seconded by Member Vice Chair DeLorenzo, and the motion passed unanimously.

Board Meeting Dates. The next meeting is June 12 & 13 in Boise, District 3.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB24-31 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 local highway programming adjustments in the FY24-30 ITIP, adding projects to the Leading Idaho Local Bridge Program and contracts to reject.

1) Local highway programming adjustments in the FY24-30 Idaho Transportation Investment Program (ITIP). LHTAC prepared a program adjustment advancing projects and delaying others to balance allocated federal funds. The projects to be advanced are for Simco Road Rehabilitation and Safety Improvements, Mountain Home Highway District KNs 21981, 22879 and 24280. The projects to be delayed are Pine-Featherville Road Rehabilitation, Mountain Home Highway District KNs 22889 and 22606 in addition to several local safety projects to balance out funding in each program year.

2) Add projects to the Leading Idaho Local Bridge Program. At the March 14, 2024 quarterly business meeting, the LHTAC Council approved a request for an additional \$2,450,000 to fund feasibility studies, preliminary engineering and preliminary geotechnical/environmental work on 15 bridges in anticipation of the Idaho Legislature approving the third \$200 million

round of funding for this program. Included in this list of bridges were four bridges that were not previously approved for funding. The amount LHTAC Council approved for preliminary work on these four bridges is \$800,000 and the bridges requested for inclusion to the Program.

3) Contracts to reject. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate that require justification for key #18807, River Street, Walnut to Galena, Hailey, Staker & Parson Construction – bid amount \$4,317,082; and key #24243, various signal upgrades, Electric 1 West – bid amount \$2,156,120. The Locals and District do not believe re-advertising the project would result in lower bids and recommends rejecting the bid to revise the project scope and rebid at a later date.

Informational Items.

1) Contract awards and advertisements. There were 11 ITD contracts awarded that did not require Board approval from April 1 - 30, 2024. From October 1, 2023 to April 30, 2024, 62 ITD and 13 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From April 1 – 28, 2024, 29 new professional services agreements and work tasks were processed, totaling \$15,249,653. Eight supplemental agreements to existing professional services agreements were processed during this period for \$680,420.

3) Non-construction contract awards. Per Board Policy 4001 that requires reporting non-construction professional service agreements executed in the previous month, there is one to report. Contract awarded to High Street Consulting Group for \$80,975.27.

4) Draft FY25-28 Strategic Plan Report. Idaho Code 67-1903 – 67-1904 requires all state agencies to submit an annual Strategic Plan covering a minimum of four years. The required elements as established in Idaho Code, and additional guidance set by DFM include a vision and mission statement, goals and objectives, performance measures and benchmarks, and key external factors. The draft plan is submitted for the Board's input with approval next month.

5) Monthly report of federal formula program funding through May 1. Idaho received obligation authority (OA) of \$421.3 million through September 30, 2024. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$477.3 million. FY24 OA through September 30, 2024 is 88.3% of apportionments. Allotted program funding is \$467.8 million with \$219.6 million remaining.

Adopt-A-Highway. Members of the Northside Wranglers 4H Club were absent. The award was not presented.

Board's State Highway System Adjustments Subcommittee Report. Vice Chair DeLorenzo reported the Subcommittee met on April 25, 2024 to discuss two issues - the US-93 Snake River crossing and a US-26 relinquishment to Bonneville County. Both items are on today's agenda and supported by the Subcommittee.

Director's Monthly Report. Director Stokes reported Employee Appreciation Week was held last week that included presenting ITD's Impact Awards. Some highlights included two virtual statewide employee town hall sessions were held drawing about 500 people the first day and 300 the next. The department's Impact Awards recognizes employees in nine different categories - the safety team, maintenance team, and maintenance person of the year, trailblazer and vanguard awards, professional and engineer of the year, ideal workplace and Kimbol Allen Excellence in Innovation awards. Director Stokes announced the winners and provided some background. In keeping with celebrating ITD's 50-year anniversary, Director Stokes shared a photo of the Perrine Bridge that was under construction at the time.

District Engineer Report. District 4 Engineer Jesse Barrus presented his annual district update framed around the department's five focus areas in safety, invest the purpose, external engagement, ideal workplace and innovation. Some highlights included they have an employee who will receive a 55-year safety award. Twelve of the 21 projects for FY25 have been delivered. The Kimberly Interchange is expected to be done this year with S. Jerome Interchange early 2026, and the Heyburn and Burley Interchanges completion in fall 2027. In partnership with the City of Stanley, several traffic improvements were made on SH-21. District 4's Connie Jones received the Career Achievement Award and James Bennett was co-winner of the Kimbol Allen Award in Innovation. District 4 submitted 15 innovations estimating a savings of \$101,234 and 5824 hours saved.

In response to Chairman Moad's question regarding the increase in District 4's construction budget and the number of employees, DE-4 Barrus stated their budget has grown from about \$25 - \$30 million to \$350 million with just work on the Interstate. No additional employees were added. They leveraged consultants to perform the increased engineering and inspection work.

US-93 Traffic and 3rd Snake River Crossing. CD McElhinney outlined the study completed to date and acknowledged the regional and city partners who were present at the meeting including Third River Crossing Joint Powers board members led by Commissioner Reinke and Magic Valley MPO members.

DE-4 Jesse Barrus reported with the US-93 Traffic Feasibility Study done, consideration for river crossing options along the Snake River Canyon, and the formation of the MVMPO, culminates a viable pathway forward to continue discussions to identify solutions.

MVMPO Member Jason Brown, also a City of Twin Falls Council Member, provided an overview on the roles and responsibilities of an MPO, the creation of the MVMPO and its

membership, the MPO website, current and upcoming activities, and its position on a Snake River crossing. Some highlights included with the recent designation, there are now six MPO's in Idaho. The MVMPO held its first policy board meeting on March 13, 2024. The MPO is comprised of seven cities (Kimberly/Twin Falls), highway districts (Hillsdale/Jerome/Twin Falls), and counties (Jerome/Twin Falls) and ITD. Currently, they are working on hiring an executive director. The MVMPO supports the continued development of a new Snake River crossing.

In response to Vice Chair DeLorenzo's question if the City of Jerome is outside the MPO area, MVMPO Member Brown stated they are; however, the City opted to be outside to retain its current business model. They still have a good working relationship with the City. Member Watkins commented, the City's choice to opt out is not a reflection of its support for a river crossing to which MVMPO Member Brown affirmed.

DE-4 Jesse Barrus provided an overview on the study goals, history of the Perrine and Hansen Bridges, existing daily traffic volumes, current and projected traffic congestion, commercial truck traffic trip data, and six projects/costs identified in the Traffic Feasibility Study. The City of Twin Falls confirmed in the study another bridge is not requested in the city limits. Some highlights of the study's findings and stakeholder meetings included the current US-93 intersections level of service is good with potential traffic volumes until 2050, but a west end crossing is a priority connecting south of Jerome to US-93 (or US-30 or SH-46 widening), and needed intersection improvements on US-93 in Twin Falls and widening of SH-50/Hansen Bridge. DE-4 Barrus concluded by outlining the three recommended proposals as stated in the resolution below.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB24-32 mobility, and economic opportunity; and

WHEREAS, ITD District 4 has studied the regional traffic impacts and feasibility of a new Snake River Crossing in the Twin Falls area; and

WHEREAS, there is stakeholder and public support for a new Snake River Bridge Crossing west of Twin Falls as well as support for improvements to Blue Lakes Boulevard and Pole Line Road and improvements for SH-50 including Hansen Bridge; and

WHEREAS, ITD District 4 has received a recommendation from the Board's Subcommittee on State Highway System Adjustments to bring this to the Idaho Transportation Board.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves District 4 to invest in three projects including: 1) an intersection

analysis and value engineering design for US-93, Blue Lakes Boulevard and Pole Line Road, that will result in a future project to improve traffic flow; 2) a bridge and roadway project for Hansen Bridge and SH-50 for five miles to widen the roadway within state right of way and widen or replace the Hansen Bridge over the Snake River; and 3) launch the NEPA process for a new Snake River Crossing that will utilize the recent feasibility study information and coordinate with the new Magic Valley MPO to consider options for an additional downstream bridge crossing potentially extending SH-25 or SH-79, or widening US-30 or SH-46.

BE IT FURTHERED RESOLVED, that the Idaho Transportation Board approves the department to allocate an additional \$6.3 million to the \$2.7 million remaining funds from the feasibility study for this work for a total of \$9 million. New funding allocation will be \$4 million from FY24 Planning/Scoping funds and \$2.3 million from FY25 Planning/Scoping funds, and will be programmed utilizing the existing key number and two new key numbers in the FY24-30 ITIP.

In the interest of time, Chairman Moad moved up the Teen Traffic Safety Outreach board item to accommodate a guest co-presenter.

Teen Traffic Safety Outreach, District 4. Highway Safety Manager Josephine Middleton reported on the May Click It, Don't Risk It campaign that is running now through June 2nd with a focus in rural areas who are subject to longer emergency response times. Two brief public service announcements (PSA) were shared aimed at increasing seat belt usage from 87% to 100%.

Hailey Police Department Officer Morgan Ballis is the School Resource Officer for Wood River High School and President of the Idaho Association of School Resource Officers. He reported the IASRO is hosting its first conference in June with a focus on educating the community on seat belt usage, and aggressive and distracted driving.

In response to Member Watkins question if PSAs are available in Spanish, HSM Middleton stated they have some print material available; however, they are working with the partners to increase education with migrant workers.

State FY24 Financial Statements. Chief Administrative Officer Dave Tolman reported on the department's quarterly financial update. Some highlights included actual revenues to the State Highway Fund (SHF) are ahead of forecast about 2.5%. The Highway Distribution Account is about 2.3% ahead of forecast. Expenditures in SHF for contract construction are \$466.4 million. State Aeronautics Fund revenue is 2% below forecast and expenditures are lower in trustee and benefits due to project readiness by the Locals. The TECM Fund is slightly below forecast with expenditures as planned. The Strategic Initiatives Program Fund (SIPF) balance as of March 31, 2024 is \$230.2M and is fully programmed with projects. CAO Tolman noted

interest revenue for the SIPF has not been recorded since June 2023 due to delays at the Treasurer’s Office. Expenses for GARVEE is \$28.1M, TECM - \$170.8M, and CARES Act - \$3.2M.

In response to Member Bulger’s question regarding the GARVEE debt service, CAO Tolman responded the bonds issued were 18-year so the debt service would be met in 2041.

2025 ITD Legislative Ideas. Government Affairs Manager Colby Cameron reported on the department’s three clean up legislative ideas that are all coming from the DMV division. They are 1) exempt agency trailer plates and commercial motor vehicle temporary permits, 2) one-year permits and prior Idaho drivers license holder’s knowledge testing, and 3) black and white photos for drivers licenses and ID cards. Next steps include submittal to the Division of Financial Management mid-June, Board review of draft legislation in June or July and final proposed legislation submittal to DFM mid-August.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for consultant agreement authorization. The projects, as shown in the resolution, are US-95, McArthur Lake, Boundary County by David Evans and Associates; and Ada County Highway District’s Access to Opportunity federal grant by Parametrix. SDE Crider reviewed the previous approved agreement authorization and outlined the requested authorization for each project.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board)
 ITB24-33 to authorize professional services agreements greater than \$1,000,000 and each subsequent cost increase, work task agreements greater than \$500,000, cumulative work task agreements on a project greater than \$1,500,000, and consultant two-year work task agreement total greater than \$1,500,000; and

WHEREAS, the Idaho Transportation Board has been provided details about each project requesting authorization; and

WHEREAS, funding will be committed to these agreements before they are executed.

NOW THEREFORE BE IT RESOLVED that the Board hereby grants the authority for professional service agreement(s) as noted in the following table:

KEY NUMBER	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AUTHORIZATION REQUEST	TOTAL AUTHORIZATION

20662 ¹	US-95, McArthur Lake, Boundary County	1	\$997,080	-	\$618,882	\$1,615,962
23833 ¹	Access to Opportunity, ACHD	ACHD	-	-	\$6,459,500	\$6,459,500

1 Professional Agreements > \$1M

2 Work Task Agreements > \$500K

3 Cumulative Work Task Agreement for project > \$1.5M

4 Consultant Two-year Work Task total > \$1.5M

Roadway Relinquishment of a Portion of US-26 Near Idaho Falls, Bonneville County.

District 6 Engineer Jason Minzghor reviewed the proposed relinquishment of US-26 from Woodruff Ave (MP 335.78) to Beaches Corner (MP338.23). ITD and Bonneville County negotiated that ITD will pay to construct Jct. Hitt Road (25th E.), including the County’s portion of the project, and complete the US-20/US-26 connector prior to the transfer. Staff met with the Board’s Subcommittee on State Highway System Adjustments to seek concurrence prior to entering into negotiations with the County on a road closure and maintenance agreement for US-26. The County passed a resolution accepting the agreement terms and signed off on the agreement. The Official Minute, acknowledging the transfer, will be signed by the full Board upon approval, shown as Exhibit 567, which is made a part hereof with like effect. ITD will continue to maintain that segment of US-26 until both projects are done.

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

RES. NO. WHEREAS, Department staff and Bonneville County have drafted and signed a
ITB24-34 Road Closure and Maintenance Agreement to transfer existing US-26 from
Woodruff Ave (Mile Post 335.78) to Beaches Corner (Mile Post 338.23); and

WHEREAS, ITD has held a public hearing January 17, 2023 regarding the transfer of ownership and finding no significant opposition; and

WHEREAS, Bonneville County has signed the Road Closure and Maintenance Agreement at its public meeting on March 8, 2023; and

WHEREAS, Bonneville County has passed and recorded an approved resolution (#23-13) on November 15, 2023 to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, Department staff and Bonneville County staff or representative have negotiated that ITD will pay to construct Jct. Hitt Road (25th E.) including

Bonneville County’s portion of the project. Bonneville County agrees to take ownership of existing US-26 from Woodruff Ave (Mile Post 335.78) to Beaches Corner (Mile Post 338.23) effective after the completion of the Jct. Hitt Road (25th E.) and US-20/US-26 Connector projects; and

WHEREAS, Department staff has met with the Transportation Board’s Subcommittee on State Highway System Adjustments, and the subcommittee passed a motion to present the State Highway System adjustment to the Board with a recommendation to approve it.

NOW THEREFORE BE IT RESOLVED, that the Board approves the existing US-26 from Woodruff Ave (Mile Post 335.78) to Beaches Corner (Mile Post 338.23) as shown in Exhibit B, be and hereby is removed from the State Highway System and relinquished to Bonneville County effective after the completion of the Jct. Hitt Road (25th E.) and US-20/US-26 Connector projects.

Add District 1 FY24 Project to the Pavement Preservation Program. District 1

Engineering Manager Marv Fenn presented the proposed project of adding an additional 0.2 miles of the Spokane Street Business Loop to an existing paving contract held by the City of Post Falls on their local portion of Spokane St. The project would align with the City’s recent Local Transportation Grant Program award for the Spokane River Bridge to the I-90 Interchange rehabilitation project. Because of the high volume of maintenance of the I-90 Business Loop, and it being the sole access to cross the river, ITD would like to enter into an agreement with the City adding that additional pavement restoration for a total cost of \$700,000.

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

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds
ITB24-35 appropriated for construction, maintenance, and improvement of state
 highways; and

WHEREAS, the Board is charged with considering the safety and convenience of the highway users; and

WHEREAS, ITD will enter into a state/local agreement to share project costs with the City of Post Falls for extending the Spokane Street roadway rehabilitation project.

NOW THEREFORE BE IT RESOLVED, that the Board approves \$700,000 in funding for the ITD portion of the project from the FY24 end-of-year balance of the Highway Transportation Program, and to add a project to FY24 of the FY24-30 ITIP.

BE IT FUTHER RESOLVED, that the Board authorizes staff to enter into an agreement with the City of Post Falls for the completion of the Spokane St. Business Loop rehabilitation improvement project.

Add District Pavement Projects to FY25 in the FY24-30 ITIP. Project Manager Brad Wolfinger presented the request for the addition of five new pavement maintenance projects that will use FY25 state funds to address critical areas of deteriorating pavement for ITD’s District’s 1 through 5 – as noted in the table in the resolution below. Using FY25 state funds will allow for construction to take place in the 2024 construction season.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB24-36 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 authorizes the Director to add/remove or advance/delay projects to certain programs, and also requires Board approval for mid-year changes to existing projects in the ITIP which involve major scope or delivery changes; and

WHEREAS, a list of new FY25 projects have been identified as beneficial to add to the FY24-FY30 ITIP and be constructed one year early utilizing available FY25 State funds.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the addition of five new District priority pavement projects to the FY24-FY30 ITIP utilizing available FY25 State funds as summarized in the table below.

District	Key #	Route	Project Name	Cost
D1	24660	I 90	I 90, SOUTH RV RD to KINGSTON I.C., SHOSHONE CO	\$4.0 M
D2	24697	US 95	MOSCOW PAVEMENT REPAIRS	\$2.5 M

D3	24667	I 84	I 84, INTERSTATE MP 89-90, ELMORE CO	\$2.0 M
D4	24668	SH 75	BELLEVUE CITY PAVEMENT REPAIR	\$1.6 M
D5	24672	SH 36	MP 10 TO STRAWBERRY SPRING	\$2.0 M
Total				\$12.1 M

Truck Parking Research Report. Freight Program Manager Caleb Forrey provided an update on the Truck Parking Research project reviewing trucking parking history and former surveys, parking inventory, national trends, Idaho’s parking data, the Truck Parking Information and Management System (TPIMS) and recommendations. Some highlights included the department hired HDR to conduct the Idaho Truck Parking Research project that was completed in November 2023. Program funding was made available with the passage of Moving Ahead for Progress in the 21st Century (MAP-21). From national parking surveys taken 2014 – 2019, there has been a 6% increase in public spaces and 11% in private. In Idaho, there are 3,955 parking spaces at 118 locations. Some key takeaways from the Report included Idaho has a good mix of public and private availability and Idaho’s peak demand hours with mid-week high demand align with national trends. USDOT grant funding is available to states to implement truck parking availability system technology. Efforts amongst states, including Idaho, within the North/West Passage are expanding to include TPIMS technology. FPM Forrey concluded by reviewing HDR’s recommendations for projects, programs and policy implementation such as installation of occupancy detection to optimize existing capacity, expand private partnerships, and include parking expansion with other highway projects.

Member Thompson commented on the Report noting using technology that allows truck drivers to see the availability of parking options in advance is greatly needed.

In response to Member Bulger’s question regarding the Oasis Partnership, FPM Forrey stated those are private partnerships, and although it does not guarantee parking spots, it does provide opportunities to engage in conversations to expand parking options.

In response to VC DeLorenzo’s inquiry about where services for truck drivers are lacking, FPM Forrey stated capacity is needed during day hours – especially the noon hour. There are facilities off the interstate every 60 miles and those corridors should be the focus – along with an efficient way to share information through the TPIMS. ITD has not invested in the TPIMS yet. The TPIMS is run by the states. It is not a national system.

Member Watkins commented he supports the applications for finding parking spaces and encourages private partnerships that provide services for truckers. Member Thompson also commented that drivers are mandated to stop and log their time. If they cannot find a place to stop when needed it could be a real problem.

Chairman Moad shared his observations while traveling recently stating some interstates have posted signage, and other areas - especially under high wind warnings, offer no refuge. The Motor Carrier requirements dictate truck drivers to take a 30-minute break after

eight hours of consecutive driving. They need places to get off the road and log time. He stated the need to be proactive in finding solutions for Interstate routes that may be overlooked due to the focus on corridors and recognized the investment would be substantial.

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

RES. NO. ITB24-37 WHEREAS, it is in the public interest and truck driver’s safety for the Department to adopt enhancements to Idaho’s Truck Parking infrastructure; and

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) legislation, truck parking has become a nationwide topic of interest among commercial drivers, industry leaders, the Federal government, and States; and

WHEREAS, the Idaho Transportation Board is charged with considering the safety and convenience of the highway users; and

WHEREAS; ITD is prepared to implement the recommendation of the 2023 Idaho Truck Parking Report.

NOW THEREFORE BE IT RESOLVED, that the Board approves the 2023 Idaho Truck Parking Report and directs the Department to implement the Report’s truck parking investment recommendations as presented.

City of Twin Falls Applicant Eligibility for FTA Urbanized Area. Senior Transportation Planner Shauna Miller presented the Magic Valley Metropolitan Planning Organization’s (MVMPO) request that the City of Twin Falls become the recognized eligible applicant for Federal Transit Administration (FTA) Urbanized Area Funding. Small urbanized areas are populations between 50,000 and 199,999. Public transit providers would be eligible in FY24 to receive FTA funding that is apportioned to the state. The Governor recognized Twin Falls as an official MPO in December 2023.

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

RES. NO. ITB24-38 WHEREAS, Idaho Transportation Department and its director are the designated recipients for the federal transit administration funding for the rural transit Program and the small urban transit program within the state of Idaho; and

WHEREAS, the Idaho Transportation Board serves as the designated body for approving the recognition of eligible applicants for Federal Transit Administration Urbanized Area Funding; and

WHEREAS, the Magic Valley Metropolitan Planning Organization has chosen the City of Twin Falls to become the eligible applicant for the Federal Transit

Administration Urbanized Area Funding in the District 4 Small Urban Area.

NOW THEREFORE BE IT RESOLVED, that the Board approves the recognition of the City of Twin Falls as the eligible applicant for Federal Transit Administration Urbanized Area Funding for District 4.

Public Transportation 2024-2026 Congressional Application Funding Recommendations.

Senior Transportation Planner Shauna Miller reviewed the congressional application funding timeline and process, evaluation criteria, and available funding for each program – 5310 Rural Elderly and Disabled (\$1.3 million), 5311 Rural Formula Grant (\$17.2 million), 5339 Rural Bus and Bus Facility (\$8 million) and the state’s Vehicle Investment Program (\$624,000). Total available funding is \$27.1 million. Some highlights included available funding for these programs are based on an allocation formula amongst ITD’s six districts. Per program procedures, Level 1 priority is given to applicants (providers) who received previous funding. In respect to the 5310 Program, the Parma Senior Center requested \$50,000; however, no funds were recommended because this was their first application submittal in comparison to three other competitive providers within the same district who have received funding.

In response to Vice Chair DeLorenzo’s question on why Parma Senior Center is not being recommended for funding, STP Miller explained the policy provides for priority levels of funding to ensure continuity of program services and they are unfortunately a Level 2. VC DeLorenzo inquired about how a new provider gets to receive funding with that criteria amongst multiple applicants in District 3 who are Level 1. STP Miller stated, although there is not enough funding for everyone, they connect with other partners to help provide funding opportunities such as with the Interagency Working Group. VC DeLorenzo commented that it is a real problem for these rural communities who need this funding and requested staff to review the current policy’s funding priority levels.

In response to Member Bulger’s question about AVOT’s \$3.3 million 5310 funding request and if there are published guidelines to assist with application submittals, STP Miller stated they encourage providers to submit for their full needs. Member Bulger also asked about the difference between AVOT and the Parma Senior Center, who are both new providers, yet AVOT is recommended to receive \$232,463. STP Miller responded AVOT was the only applicant in District 6 and therefore eligible for the full allocation.

STP Miller provided an overview of the 5311 Program. Some highlights included of the \$17.2 million available funding, they received \$20.5 million in requests. Most applicants’ requests were able to receive full funding recommendations.

VC DeLorenzo inquired if the Board can make substitute funding recommendations acknowledging concerns for the Parma Senior Center. DAG Thomas stated the Board can send the recommendations back to ITD for reevaluation. Director Stokes inquired about the award

timeline and impacts to delaying overall grant awards. TSP Miller stated information is submitted via the federal grant system 3 to 6 months prior to the anticipated October award.

STP Miller resumed her presentation providing an overview of the 5339 and VIP Programs. Some highlights included of the \$8 million available for the 5339 Program, \$7.965 million is recommended for funding. The balance of unfunded project requests are recommended for CARES funding. Only two applications were received for the VIP Program of which one was incomplete and not eligible. Recommended funding is \$99,200 with a remaining balance of \$524,800.

At the request of DAG Thomas, Chairman Moad stated the Board would take a five-minute recess.

Member Bulger made a motion, seconded by Member Osborn, that the Board acknowledges the projects proposed as submitted, and approves the rural funding amount of \$26,602,536 for submittal to FTA for final approval and that the projects be included in the FY24-30 ITIP and programmed in FY25.

VC DeLorenzo made an amended motion, seconded by Member Thompson, to withdraw the 5310 Elderly and Person with Disabilities Program funding and have staff bring it back to the Board at its meeting next month, and to reduce the Program funding amount by \$1,350,592 for a total Program amount of \$25,251,944.

Chairman Moad called for a vote on the amended motion. It passed unanimously as amended.

Chairman Moad called for a vote on the original motion. The motion failed.

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting, reviewing,
ITB24-39 and programming public transportation projects in the rural areas of Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, the funding sources include three Federal Transit Administration grants, the 5310 Elderly and Persons with Disabilities Program, 5311 Rural Formula Program, and 5339 Bus and Bus Facilities Program, and one State grant Vehicle Investment Program; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence with comment from the Public Transportation Advisory Council on the proposed projects.

~~*NOW THEREFORE BE IT RESOLVED*, that the Board acknowledges the projects proposed as submitted, and approves the rural funding amount of \$26,602,536 for submittal to the Federal Transit Administration for final approval.~~

Amended language:

The Board withdraws the 5310 Elderly and Persons with Disabilities Program funding and have staff bring it back to the Board at its meeting next month and to reduce the Program funding amount by \$1,350,592 for a total Program amount to submit to FTA of \$25,251,944.

BE IT FURTHER RESOLVED, that these projects are submitted for inclusion in the FY24-30 Idaho Transportation Investment Program and programmed in FY25.

Public Transportation 2024-2026 CARES Relief Funding Program Recommendations.

Senior Transportation Planner Shauna Miller presented the recommended CARES funding application timeline, evaluation criteria, available funding and recommendations. Some highlights included of the available one-time \$5.7 million, they received requests totaling \$9.4 million. Transit providers who were not slated for funding, were recommended for 5339 Bus and Bus Facilities program funding. The Public Transportation Advisory Council reviewed and supported the proposed funding recommendations.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting,
ITB24-40 reviewing, and programming public transportation projects in the rural areas of
Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, the funding sources include the FTA 5311 CARES Relief funds; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed projects.

NOW THEREFORE BE IT RESOLVED, that the Board acknowledges the projects proposed as submitted and approves the rural funding amount of \$5,681,872, for submittal to the FTA for final approval.

BE IT FURTHER RESOLVED, that these projects are submitted for inclusion

in the FY24-30 Idaho Transportation Investment Program and programmed in FY25.

Public Transportation Advisory Council (PTAC) District 1 Appointment. Senior Transportation Planner Shauna Miller provided an overview of the candidate for the District 1 PTAC appointment whose current term is due to end June 30, 2024. The application received was from the current member who is also the presiding chair and interested in being reappointed. The selected candidate's 3-year term is for July 1, 2024 to June 30, 2027. The candidate's application was also reviewed by PTAC at its April 25, 2024 meeting.

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

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory
ITB24-41 Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 1 with one submitted application; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from March 22, 2024 to April 21, 2024; and

WHEREAS, the submitted application was reviewed by the PTAC at their April 25, 2024 meeting where the council determined the applicant meets qualifications to serve.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has determined to reappoint Ryan Luttmann for the District 1 PTAC position for the term of July 1, 2024 through June 30, 2027.

Public Transportation Advisory Council District 4 Appointment. Senior Transportation Planner Shauna Miller provided an overview of the three candidates who submitted applications for the District 4 PTAC appointment, of which included the current district member whose term is due to end June 30, 2024. The selected candidate's 3-year term is for July 1, 2024 to June 30, 2027. The candidates' applications were also reviewed by PTAC at its April 25, 2024 meeting and determined qualified to serve.

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

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory
ITB24-42 Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 4 with three submitted applications; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from March 22, 2024 to April 21, 2024; and

WHEREAS, the submitted applications and associated public comments were reviewed by the PTAC at their April 25, 2024 meeting where the council determined the applicants are qualified to fill the District 4 position.

NOW THEREFORE BE IT RESOLVED that the Transportation Board has determined to reappoint Jeffrey McCurdy for the District 4 PTAC position for the term of July 1, 2024 through June 30, 2027.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 12:41 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Bulger seconded the motion and it passed unanimously by roll call vote.

The executive session discussion on legal matters related to highways and department operations and personnel matters.

The Board ended executive session at 2:04 PM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 2:04 PM.

Read and Approved
June 13, 2024
Garden City, Idaho

Signed
WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board