

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
June 12 - 13, 2024

The Idaho Transportation Board met at 10:00 AM on Wednesday, June 12, 2024, in Garden City, Idaho. The following principals were present:

William (Bill) H. Moad, Chairman
James R. Thompson – District 1
Gary Osborn - District 2
Mitch Watkins, Member – District 4
Bob Hoff, Member – District 6
Scott Stokes, Director
Dan McElhinney, Chief Deputy/Chief Operations Officer
Lorraine Dennis, Business Executive to the Board

Vice Chair Julie DeLorenzo, District 3 and Member John Bulger, District 5 were not present for the June 12 meeting.

District 3 Tour and Outreach Workshop. The Board met at the District 3 office to view new and older roadway equipment and take a virtual tour of current and future projects. Following the tour, the Board convened at the Courtyard Marriott for the Outreach Workshop with local transportation officials.

Chairman Moad 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 3 Engineer Jason Brinkman 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 outreach efforts, statewide project delivery and construction success update and DE-3 Brinkman presented a Local Transportation Grant Program update and District 3 priority projects information. Motor Vehicle Administrator Lisa McClellan gave an update on DMV, Aeronautics Administrator Tom Mahoney presented information on aeronautics, Public Transportation Manager Ron Duran 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 3:46 PM.

June 13, 2024

The Idaho Transportation Board convened at 8:00 AM on Thursday, June 13, 2024, for budget workshop and business meeting at the District 3 Office in Garden City, Idaho. Members and principals from previous day were present. Vice Chair DeLorenzo and Lead Deputy Attorney General Tim Thomas joined and Member Bulger participated remotely.

Introduction and Overview. Chief of Administration Dave Tolman reviewed the agenda. He prefaced the challenges taken into account regarding the department's dedicated funding and needed adjustments. Priorities include operating and preserving the state's system before expansion.

Revenue Trends. Economic and Research Manager Bob Thompson reviewed the potential impacts to revenue, legislative action and revenue growth. Some highlights included slow growth is forecasted for the near future with problematic inflationary pressures (3% rate) and uncertainty in the global economy with supply chain production. FY24 revenue through April 2024 are above forecast. The annual forecast will be updated in August.

FY26 Budget Overview. Financial Manager Dan Hansen gave an overview on the department's FY26 draft appropriation request. Some data is preliminary. The total program funding amount with debt service (\$143.5M) is \$1.28 billion with 1,645 full-time positions.

Salary Equity Analysis. CD McElhinney reported on the department's efforts and challenges with recruiting and retaining employees. Many of the employees have been with ITD less than five years. He reviewed the department's Ideal Workplace strategic goal, the value of retaining experienced employees in maintenance and project delivery and recognized the challenges with addressing employee pay.

CAO Tolman presented the major challenges, continued efforts and proposed budgetary adjustments for personnel costs. Some highlights included increasing costs, turnover disruption, tough competition and workforce changes. ITD is averaging about 230 new employees each year. Turnover hard costs equate to about \$9.5 million per year. Other local public sector jobs are paying more than the state. The CPI went from 0.30% in 2020 to 21.50% in April 2024 – employee compensation is not keeping pace. Tenure for licensed professional engineers are just under 5 years. ITD is proposing a fund shift from federal to state highway funds to cover personnel cost increases for targeted classes - \$2.5 million for highways and \$250,000 for administration. This shift would be in addition to annual change in employee compensation.

Six-Year Capital Facilities Plan. Capital Facilities Manager Tony Pirc provided an update on major FY24 statewide projects, planned projects for FY25 and requests for FY26 to FY30. Some highlights included site prep for a new lab is underway at the District 1 campus. Building renovations were completed for Powell, Caldwell, New Meadows, Blackfoot, Johnson Creek and Cavanaugh Bay facilities - along with several new housing projects. FY25 operational projects total \$22.6 million that includes District 4 administration building upgrades (\$1M) and a new

Preston maintenance building (\$4.3M). The FY25 total request is \$55.1 million that includes the \$32.5M for the headquarters administrative building. FY26 operational projects request is \$22.6 million for a total of \$32.2 million with District 4 Jerome site development (\$8M) and administrative building design (\$1.6M).

New Highway Maintenance Equipment. Maintenance Services Fleet Manager Kelley Dick reviewed the fleet budget request and equipment inflationary pricing. Some highlights included the total fleet inventory (4,350 units) replacement value is \$414M – up significantly from last year. The FY26 replacement request total \$32.1 million. In comparison to 2022 pricing for a snowplow truck (\$228,899), 2024 pricing increased to \$387,761. The FY26 budget Line Item/additional request is \$8.6 million (\$2.6M equipment and \$6M in work zone safety equipment).

Maintenance Operations Manager Steve Spoor explained what the Equipment Buy Back Program is, benefits of the program and about 2-way radio communication enhancements. Some highlights included equipment is purchased by bid with a guaranteed buy back from the vendor after a specific period of time (term is one to five years). ITD has the option to sell to the vendor or retain ownership. Reduced operating cost and increased on-hand inventory are some of the benefits. After the stated term, ITD sells the equipment back to the vendor for more than the purchase price. In FY24, multiple statewide site upgrades for 2-way radio communication were made connecting 176 miles of the 651 miles of communication dead spots. The FY26 budget request will connect another 150 miles through site upgrades.

FY26 Budget Line Item Details. FM Hansen reviewed base adjustments and budget line items for the department's six major areas. Requests for each are as follows: Administration - \$420,000, Aeronautics - \$112,700, Capital Facilities - \$25.1 million, DMV – reduction of \$3.0 million, Highways - \$22.98 million, and Contract Construction - \$107.3 million. Some highlights included Administration's net zero change of shifting \$150,000 of federal to dedicated personnel costs (PC) and \$250,000 for targeted compensation increases. Capital Facilities includes \$9.6 million for District 4 projects. Base adjustments for DMV were to realign dedicated operating expenditures to contract construction, and Highway's (\$5 million) from federal to dedicated PC. Highway's also includes \$2.5 million for targeted compensation increases.

FY26 Budget Request Summary. FM Hansen provided an overview of the FY26 total program funding highlighting ITD's replacement equipment requests and appropriation summary comparing from FY25 to FY26 and history. Total program funding reflects the final year of general funds for the Local Bridge Program (\$200M). FM Hansen reviewed actions taken to balance the State Highway Fund for FY25 through the FY28 highlighting available net revenue balances for construction, the ST Program, and the funded (unfunded) balances for each year. For FY26, after operating and construction costs, \$3.2 million is available for the ST Program of \$46.5 million leaving an unfunded balance of \$43.3 million. The unfunded balance for FY25 is \$18.3 million. CAO Tolman explained the challenges with balancing the program and

emphasized it is only with the State Highway Account (SHA), which is the dedicated money coming from user fees. Inflation rates of 30% far exceed the 2.5% forecasted revenue.

Chairman Moad commented on challenges with revenues to the SHA and consideration for increasing those user fees in order to operate the State Highway System.

Draft FY25-31 ITIP. Program Control Manager Colleen Wonacott reported on the seven-year Idaho Transportation Investment Program (ITIP) reviewing funding for pavement and bridges, safety and capacity, holdbacks, reserves and set asides. Some highlights included goals for pavement were increased from \$150M to \$200M and bridges remain at \$100M per year. Program levels for safety and capacity are much lower for FY25 – 27, but assuming there is not another bonding program authorized, funding from the TECM program will be added starting in FY27. Twenty million for each in holdbacks and reserves are programmed per year. PCM Wonacott also reviewed specific projects removed and projects added to the early development program. The draft ITIP goes out for public comment for the month of July.

ITIP Public Outreach. Sr. Public Information Officer Megan Jahns presented the ITIP outreach goals, public outreach efforts and the timeline. Some highlights included last year, ITD received 461 comments compared to 178 the previous year. New this year, are radio ads and a voicemail line for oral comments. A copy of the raw comments will be provided to the Board in August with all responses complete in August and provided to the Board in September.

Safety Share. Engineering Manager Andy Linder reported on an innovation project using a hot seal technique that minimizes traffic impacts by doing pavement chip seal work at night. Crews are diligent about handling hot asphalt and safety of the traveling public and workers.

Board Minutes. Member Osborn made a motion to approve the minutes of May 15 & 16, 2024, seconded by Member Thompson, and the motion passed by roll call vote.

Board Meeting Dates. The next meeting is July 23 & 24 in Coeur d’Alene, District 1.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB24-43 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 Safety Rest Area and Oasis Partnerships update, GARVEE Program Annual Legislative report, state highway functional classification update, FY25-28 Strategic Plan report, and contracts to award.

1) Safety Rest Area and Oasis Partnerships update. In accordance with Board Policies 4044 and 5044, the Safety Rest Area program's area map and chart, shown as Exhibit 568, which is made a part hereof with like effect, was updated. In 2024, the rest area chart was updated to reflect current (2023) Average Daily Traffic count data. Most rest area facilities currently meet requirements.

2) GARVEE program annual legislative report. As required by Senate Bill 1206, the 2024 GARVEE Annual Report is due to the legislature by June 30. The report summarizes the amounts allocated to various GARVEE approved corridors, summarizes the bond amounts, and graphically shows the location of projects included in the funding authorization. All of the 2019 Series A GARVEE Bonds have been completely drawn down. Full draw down of the 2021 Series A GARVEE Bonds is on track and will be completely drawn down by summer 2024. Projects using these two series of bonds are on schedule and tracking well against the respective budgets.

3) State highway functional classification 2024 update. Department staff reviewed the Functional Classification Map, shown as Exhibit 569, which is made a part hereof with like effect, for the State Highway System. There are no changes since last approval by FHWA in 2016.

4) 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 was submitted for Board review last month.

5) Contracts to award. The low bid on the following project is more than ten percent over the engineer's estimate, requiring justification. Staff recommends awarding the contract to the low bidder. Key #24381, District 5, SH-34 guardrail replacement to low bidder H-K Contractors for \$879,790.50. Key #24399, US-20 MP 264 to 301 pavement repair, District 6 to low bidder H-K Contractors for \$2,949,969. The Districts does not believe re-advertising the projects would result in lower bids.

Informational Items.

1) Contract awards and advertisements. There were four ITD and three Local contracts awarded that did not require Board approval from May 1 - 31, 2024. From October 1, 2023 to May 31, 2024, 71 ITD and 17 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From April 29 – May 27, 2024, 25 new professional services agreements and work tasks were processed, totaling \$14,996,889. Eleven supplemental agreements to existing professional services agreements were processed during this period for \$8,406,246.

3) Non-construction contract awards. Per Board Policy 4001 that requires reporting non-construction professional service agreements executed in the previous month, there were two to report. Citizen Engineers was award both contacts. One for \$24,979 (ITS Deployment Plan) and \$149,950 (Statewide Systems Management and Operations Plan).

4) Monthly report of federal formula program funding through May 29. Idaho received obligation authority (OA) of \$421.6 million through September 30, 2024. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$477.6 million. FY24 OA through September 30, 2024 is 88.3% of apportionments. Allotted program funding is \$306.3 million with \$159.8 million remaining.

5) FY24 financial statements. Revenues to the State Highway Account from all state sources as of April 30 are ahead of forecast by 3.6% with revenues in the HDA are up by 2.5%. State revenues to the State Aeronautics Fund are below forecast by 0.9% or \$23.6K. The Department's expenditures were within planned budgets. Personnel costs savings of \$4.9M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$491.3M, and total construction expenditures from the five different funds sources total \$847.1M.

The balance of the long-term investments was \$182.9M. These funds are obligated against construction projects and encumbrances. The cash balance is \$97.2M. Expenditures in the Strategic Initiatives Program Fund is \$98.8M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$80M. For FY24, \$37.3M is committed to debt service. Expenditures from the Federal CARES Act fund are \$3.3M. Expenditures for the TECM bond program during this period is \$199.7M and \$31.4M for GARVEE.

Adopt-A-Highway. Vice Chair DeLorenzo presented the AAH award to Canyon County Sheriff's Alternative Sentencing Program representative Captain Bill Patchett. Since 1994, the Sheriff's office adopted 23-miles on I-84 MP 17 to 40 in Canyon County. Capt. Patchett and his colleagues thanked ITD and the Board for the award.

Director's Monthly Report. Director Stokes reported on ITD's 50-year anniversary, Division of Human Resources (DHR) updates and awards. Some highlights included on June 19, 1974 through a special meeting, the former Board of Highway Directors adopted to form the Idaho Transportation Board per Senate Bill 1295. General Darrell Manning, then Aeronautics Administrator, was appointed the first ITD director. Director Stokes recently visited with General Manning to commemorate the anniversary. He shared the challenges and successes of his tenure. Director Stokes met with DHR staff in District 1 as an outreach effort to educate ITD's partners. DHR will be sending an engagement survey to employees this month. He introduced the new Human Resources Officer Holly Bailey. ITD received an Esto Peretua award from the Idaho State Historical Society, for the work on the historical highway marker program, and several awards from the Idaho Press Club. He played a video produced by Communications entitled "Behind the Plow" that won first place in the Public Affairs video category.

District Engineer Report. District 3 Engineer Jason Brinkman presented his annual district update highlighting his new role, staff development, district meetings, employee trainings, special projects, and operations performance. Some highlights included focus on recruitment and retention efforts and additional driver training for 15 new hires with CDLs. The “All-Hands” meeting held in May included team building and awards recognition. The entire Garrity off-ramp project was done overnight with the help of District 4 sharing their paver equipment. The District accomplished several safety initiatives, met its 100% goal of project delivery, exceeded their winter performance goal - achieving 77% (goal 72%), implemented an asphalt hot seal pilot project, and has over \$400 million in active construction contracts.

Idaho Traffic Safety Commission (ITSC) Annual Update. Highway Safety Manager Josephine Middleton provided an update on the ITSC. Some highlights included the ITSC currently has 13 members who serve four-year terms. They review traffic safety problems and recommend project funding. The ITSC meets bi-annually to review and approve the Triennial Highway Safety Plan and Annual Grant Application, receive program updates and partner with agencies. In 2023, the five-year average of fatal crashes was 275 in comparison to 215 in 2022.

District 3 Safety Partner Update. Corporal Kyle Wills reported on the Highway Safety Summit and Boise Police Department partnership activities. Survey results from the Summit show attendees value the breakout sessions more than the keynote speakers with impaired driving being the most requested topic. The Boise PD partners with the Office of Highways on 100 Deadliest Days and “Look Before You Lock” campaigns. They participated in the newly created Target Zero Task Force that evaluates fatal collisions and offers preventative solutions, and holds special events on safe driving that target underserved populations such as refugees. The City of Boise hired an interpreter to create safety literature in multiple languages.

FFY2025 Annual Grant Application (AGA) Approval. Highway Safety Manager Josephine Middleton presented the AGA for the NHTSA Section 402 grant - program administration requires 25% state match and Section 405 grant - multiple programs requires 25% state match. The 2024-2026 Triennial Highway Safety Plan was completed July 2023. It included new requirements for preventing roadside deaths, unattended passengers and EMS post-crash care. Funding for each AGA program was reviewed. The OHS had 38 applicants (up 25%) requesting 75 projects. The total NHTSA funding request is \$7.99 million and \$1.0 million for FHWA projects. HSM Middleton played an EMT hosted video encouraging motorist to slow down. It focused on curvy, single lane dirt highways along SH-21.

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

RES. NO. WHEREAS, Idaho experienced 27,679 reportable traffic crashes, 275 traffic
ITB24-44 deaths, and 1,228 people seriously injured in 2023; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2023 was more than \$5.9 billion; and

WHEREAS, the Idaho Transportation Department's mission is to have zero traffic deaths; and

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate nearly \$8 million in funding behavior safety programs for Idaho to help eliminate traffic deaths and serious injuries; and

WHEREAS, the Office of Highway Safety and the Idaho Traffic Safety Commission has developed the Annual Grant Application for Federal Fiscal Year 2025 to work toward the elimination of Idaho traffic deaths, serious injuries, and economic losses; and

WHEREAS, the Annual Grant Application is required by NHTSA in order to receive funding for behavioral traffic safety projects.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Annual Grant Application for Federal Fiscal Year 2025.

Draft FY25 – FY31 ITIP Review. Program Control Manager Colleen Wonacott provided detailed information on the draft FY25 – FY31 ITIP during the budget workshop segment. She outlined this request is not for approval but rather for authorization to proceed with the 30-day public comment period in July. The final ITIP will be presented in September for Board approval.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB24-45 accomplish a current, realistic, and fiscally constrained seven year Idaho
 Transportation Investment Program (ITIP); and

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

WHEREAS, the program update cycle requires cooperation with partner agencies in its calendar of activities; and

WHEREAS, the Transportation Board has reviewed the list of projects and analysis for the Draft FY 2025 - 2031 ITIP; and

WHEREAS, the next activity in the program update cycle is public review and comment per 23 CFR 450.210; and

WHEREAS, public involvement and input from stakeholders and interested citizens allows the Transportation Board to better understand Idaho's various transportation needs; and

WHEREAS, project selection and program approval is scheduled for the Transportation Board's September meeting after incorporating public comment. *NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board will commence public involvement in July with project and program information incorporated from the publication entitled Draft FY 2025 - 2031 ITIP, June Board Meeting.

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 SH-55, SH-44 to Payette River Bridge by Jacobs Engineering Group; I-15 four pavement rehabilitation and one bridge project by Civil Science; US-20/26, I-84 to Middle Road by Keller Associates; I-90, SH-41 to 15th Street IC by David Evans & Associates (DEA); I-15, US-26 safety and mobility projects by DEA, SH-44; I-84 Junction SH-44 IC by Horrocks Engineers; and SH-55 Pear Lane to Farmway by Horrocks Engineers. 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 Hoff, and passed by roll call vote to approve the following resolution:

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board)
ITB24-46 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
20506 ¹	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	3	\$805,269	-	\$895,514	\$1,700,783
20726, 22679, 22760, 23214, 24399 ¹	I-15, FY24 D6 Bridge Repair, I-15, Bingham Co Ln to MP 119, I-15, Exit	6	-	-	\$1,500,000	\$1,500,000

	119 to Roberts, I-15, Roberts to Sage Junction, US-20 W Corridor					
22165 ¹	US-20/26, I-84 to Middleton Rd, Canyon County	3	\$2,473,289	\$3,500,000	\$577,550*	\$4,077,550
22293 ¹	I-90, SH-41 to 15th Street Interchange, Kootenai County	1	\$15,945,392	\$16,000,000	\$500,000	\$16,500,000
22692 22693 ¹	US-26 IC NBL & SBL, Blackfoot and I-15, UPRR Bridge St NBL & SBL, Blackfoot	5	\$4,555,664	\$9,600,000	\$509,431**	\$10,109,431
23188 ¹	SH-44, I-84 JCT SH-44 IC (Middleton Rd), Canyon County	3	-	-	\$5,654,760	\$5,654,760
23335 ¹	SH-55, Pear Lane to Farmway, Design	3	-	-	\$6,548,000	\$6,548,000

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

* Agreement Amount: \$1,604,261

** Agreement Amount: \$5,553,767

SH-55 Eagle Road Update. Transportation Program Manager Vince Trimboli reviewed the SH-55 Eagle Road activities, the proposed improvements and recommendations. Some highlights included several meetings with city officials from Meridian, Boise, Eagle, Ada County Highway District and Idaho State Police (ISP) were held in fall 2022. In 2023, national traffic engineering experts reviewed the signal timing and operations. The 6.5 mile stretch of SH-55 from I-84 to SH-44 has nearly 60,000 vehicles per day on Eagle Road with 1,989 total crashes from 2019 to 2023 (398 annual average crashes), of which four were fatalities. The majority are rear-end crashes and between Franklin and Chinden. Mid-block left-in/U-turn median breaks

had 20 to 60+ crashes each with higher severity. A review of Eagle Road determined speed limits are appropriate for current conditions.

A multi-agency task force grouped several potential recommendations into three categories – safety (C1), speed and congestion (C2) and signal operations (C3). C1 proposes to close the four pairs of unsignalized mid-block breaks left-in turn pockets, where two of the four fatalities occurred, at Meadowdale St., Baldcypress St., U-turns near Ustick and Lanark St. Three alternatives for C2 were developed to address congested periods – 2A, advisory speed plan (yellow advisory signs with flashing beacons), 2B, daily congestion zone (yellow signs with speed indicators) and 2C variable speed limit, VSL (white enforceable signs with differential speeds based on travel time). C3 signal operations for the 18 signals are undergoing analysis with results anticipated by August. Recommendations are for a three-phased two-year pilot project adding signage this fall and installing VSL from Fairview to Ustick spring 2025 and VSL from McMillan to Chinden (at a future date). Some reasoning for the pilot included it is the first in the nation, needing time to coordinate with law enforcement and allowing public feedback and review starting with public information meetings this summer.

In response to Chairman Moad's question to stagger implementation – do signage now then mid-block closures later, CD McElhinney stated the mid-block areas had over 500 crashes plus the fatalities so the team was supportive of that recommendation. They intend to get feedback from businesses as well. Chairman Moad commented on the viability of enforcement. CD McElhinney agreed and stated the importance of buy in through education, engineering and enforcement. There is support from the City of Meridian, law enforcement and EMS, along with ISP to do enhanced enforcement.

Vice Chair DeLorenzo commented the data supports the recommendation to make those mid-block closures. The closures can affect the most change and stated the pilot is important and allows us to use the data to impact safety. The City of Meridian desired lower speeds throughout the corridor, so this pilot is a start to make it better.

Public Transportation Congressional Application Funding Recommendations. Sr. Transportation Planner Shauna Miller revisited the 5310 Elderly and Individuals with Disabilities Program that was presented last month. She reviewed the seven-tiered evaluation criteria, award recommendation criteria and revised allocations. Some highlights included most points on applications are for demonstration of need, project planning, and project benefit. The scoring process is done independently and takes public comment into consideration. After re-evaluating the existing distribution priority goals, when funding requests exceed available funding, ITD-PT will seek to fund existing subrecipients at least 80% of previous award and new subrecipients at least 50% of request. Using this methodology, six of the nine applicants are recommended to receive increased funding – including the Parma Senior Center who went from no funding to \$25,000. Total funding recommendations increased from \$1.35 million to \$1.42 million. Additional funding was redistributed from other one-time funding sources.

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, the Public Transportation Office is charged with soliciting, reviewing,
ITB24-47 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 Federal Transit Administration grant for the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; 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 \$1,415,326 for submittal to the Federal Transit Administration 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.

SH-55 Farmway Road to Middleton Road bid award. Division Administrator Amy Schroeder reviewed the irrigation materials pre-procurement items needed for the SH-55 Farmway Road to Middleton Road construction project being advertised later this summer. The mobilization accounts for most of the difference between the low bid and engineer's estimate. The mobilization was higher because the bid includes not only procurement, but storage and delivery of the culvert materials when needed. Re-advertising the project would result in a delay of the SH-55 mainline project.

Vice Chair DeLorenzo 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
ITB24-48 awarding contracts more than 110% of the Engineers Estimate; and

WHEREAS, pre-procurement of these items is critical to beginning irrigation work later this year and reduces the potential for a one-year delay in overall project completion; and

WHEREAS, the additional funds are available within the TECM program.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the award of SH-55, Farmway Road to Middleton Road Materials Procurement project (Key No. 22715A) to the apparent low bidder in the amount of \$6,557,492.00.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 12:42 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Thompson seconded the motion and it passed unanimously by roll call vote.

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

The Board ended executive session at 1:18 PM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 1:18 PM.

Signed

WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Read and Approved
July 24, 2024
Coeur d'Alene, Idaho

Lorraine Dennis
Business Executive to the Board