

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
August 21 - 22, 2024

The Idaho Transportation Board met at 10:00 AM on Wednesday, August 21, 2024, in Idaho Falls, Idaho. The following principals were present:

William (Bill) H. Moad, Chairman
James R. Thompson, Member – District 1
Gary Osborn, Member – 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 6 Tour and Outreach Workshop. The Board met at the District 6 Idaho Falls maintenance yard for a briefing on innovations implemented and local projects and a hands-on tour of various roadway equipment. Following the tour, the Board convened at the Hilton Garden Inn 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 outlining the meaning of investing with purpose and highlighted ITD's 50-year anniversary. District 6 Engineer Jason Minzghor 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 update and shared an ITD produced video 'Behind the Cones' that emphasizes work zone safety. DE-6 Minzghor presented a program update and District 6 priority projects information. Communications Manager John Tomlinson gave an update on DMV, Aeronautics Administrator Tom Mahoney presented information on aeronautics, Public Transportation Manager Duran provided an overview on Public Transportation, and Highway Safety Manager Josephine Middleton 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 3:22 PM.

August 22, 2024

The Idaho Transportation Board convened the business meeting at 8:00 AM on Thursday, August 22, 2024, at the District 6 Office in Rigby, Idaho. Members and principals from previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Fleet Manager Dalton Rice reported on efforts taken by staff to replace brake canisters on 33 of District 6's trucks after discovering a faulty canister. He underscored the importance of critical thinking and being proactive.

Board Minutes. Vice Chair DeLorenzo made a motion to approve the minutes of July 23 & 24, 2024, seconded by Member Osborn, and the motion passed unopposed.

Board Meeting Dates. The next meeting is September 18 & 19 in Lewiston, District 2. The following meeting dates were set for 2025 in Boise: January 15, February 19 and March 20.

Consent Items. Member Osborn 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-
ITB24-55 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 ITD's FY24 Performance Plan, FY24 uncollectible account write offs, adding the Aquatic Organism Passage Grant project and SH-21 Wildlife Fence Extension project to the ITIP, FY24 Local Agencies' End-of-Year Plan and project list, adding the Traffic Incident Management Plan project to the FY24-FY30 ITIP, and contracts to award.

1) FY24 ITD Performance Report. Idaho Code 67-190 requires all state agencies to submit an annual performance report to the Division of Financial Management by August 30. The required elements include an agency overview, core functions, revenue and expenditures, key services and performance measures. The final FY24 Performance Report will be submitted to the Division of Financial Management (DFM) by August 30.

2) FY24 uncollectible account write offs. Department policy requires all uncollected accounts exceeding \$1,000 be reviewed and approved for write off by the Board, shown as Exhibit 570, which is made a part hereof with like effect. In FY24, there were four accounts totaling \$17,308.04 over that threshold and three under \$1,000 totaling \$631.45.

3) Add Aquatic Organism Passages Grant to the Idaho Transportation Investment Program (ITIP). ITD has been awarded funds from the U.S. Department of Transportation

Federal Highway Department, FY2022 National Culvert Removal, Replacement and Restoration Grant, Aquatic Organism Passages (AOP) for SH-14 and US-12 Big Smith and Swede Creeks AOP replacements. The total project cost for the SH-14 culvert replacement is \$3.9 million (ITD's portion is \$789,338), and the US-12 AOP replacements is \$3.1 million (ITD's portion is \$624,663). The projects will be added to the FY24-30 ITIP and draft FY25-FY31 ITIP.

4) Add SH-21 Wildlife Fence Extension project to FY24-30 ITIP. Approval is to add the SH-21 Wildlife Fence Extension project to FY24 of the FY24-FY30 ITIP. The project leverages US Department of Agriculture Farm Bill EQIP funding to construct wildlife funnel fences to existing under and overpasses. There is no match required for the \$2 million USDA/Natural Resources Conservation Service grant.

5) FY24 Local Agencies' End-of-Year Plan and project list. Approval is to modify FY24 of the Federal-Aid Local Highway Program based on upon project readiness and funding. Currently, Idaho has received 88% of annual obligation authority. Of that amount, Local Public Agencies/Programs have remaining federal funding available (with match) for the various 13 programs. If FY24 Redistribution is made, ITD will obligate the list of prioritized projects submitted contingent on delivery and cost estimating.

6) Add Traffic Incident Management Plan project to the FY24-30 ITIP. The request is approval to establish Key #24740 for the Traffic Incident Management Plan and add it to FY24 of the Approved FY24-30 ITIP. The key number will be used to pay for planning and development consultants services for the Traffic Incident Management Plan. Funding comes from the PROTECT program planning fund of \$486,900.

7) Contract 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 #24243, District 4, signal upgrades to low bidder Electric One West for \$2,077,400. The District does not believe re-advertising the project would result in lower bid.

Informational Items.

1) Contract awards and advertisements. There were five ITD and one Local contract awarded that did not require Board approval from July 1 - 31, 2024. From October 1, 2023 to July 31, 2024, 85 ITD and 18 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From July 1 – July 31, 2024, 32 new professional services agreements and work tasks were processed, totaling \$8,701,416. Nine supplemental agreements to existing professional services agreements were processed during this period for \$993,588.

3) Monthly report of federal formula program funding through August 5. 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 \$444.5 million with \$48.1 million remaining.

4) Draft FY25-FY31 ITIP outreach comments. Each year as part of the Idaho Transportation Investment Program (ITIP) update, the department hosts a public outreach and comment period to solicit feedback from the public regarding the projects and funding. The public comment period is the month of July. A total of 446 comments were received.

5) Non-construction professional service agreement report. Board Policy 4001 requires reporting non-construction professional service agreements executed in the previous month. There were no agreements executed.

6) FY24 return check report. There were 160 returned checks in FY24 valuing \$91,824 out of the total value of \$36.2 million. ITD recouped \$69,731 or 75.9% of the returned checks. In comparison to last year's total value of checks, there was a decrease of 36% processed based on more online credit card transactions.

Adopt-A-Highway (AAH) Award. Member Hoff presented the AAH award to the JustServe community representatives Nikki and Eric Andreasen. The group serves the Rexburg, Sugar City, Terreton, and Mud Lake areas on US-20 and SH-33. The representatives thanked its community volunteers, ITD and the Board for the award.

Board's Subcommittee on State Highway System Adjustments Report. Vice Chair DeLorenzo reported on the Adjustments Subcommittee held on August 7. The subcommittee supported staff's recommendation for the Urban Area Boundary adjustments that is being presented later today for Board approval.

Director's Monthly Report. In continuance of recognizing ITD's 50-year anniversary, Director Stokes highlighted some employee activities that took place at Heise in 1974.

Traffic Operations Engineer Bryan Young reported on the response to the Teton Pass Wyoming (WYDOT) SH-22 failure that occurred in June. (Young was the Acting District Engineer over the summer who led the coordination efforts for the district.) Some highlights included staff mobilized immediately to help WYDOT removing 130 dump truck loads and 1,300 yards of material from the two major mudslides that occurred June 7 and 9. The road was reopened on June 28. Staff assisted with the installation of 1,600 feet of guardrail and shoofly from Rigby to Teton Pass. They also provided support on the detour route from Victor to Jackson ensuring that two roadway lanes were opened at all times. The event marked an incredible effort taken amongst local governmental entities, Idaho State Police and WYDOT.

Director Stokes and CD McElhinney recognized several staff, both at the district and HQ office, who contributed to the landslide repair effort and presented them with an ITD safety coin and certificate. Director Stokes stated the Governor's office approached ITD regarding the certificate of recognition awards because he wanted to thank staff for their excellence and serving as a great example of Idaho service.

District Engineer Report. District 6 Engineer Jason Minzghor presented his annual district update reporting on ongoing planning projects, construction, and an award. Some highlights included an update on the two alternatives (E3 and H2) for the I-15/US-20 connector Planning and Environmental Linkages (PEL) study and NEPA process. Staff anticipates publishing the draft Environmental Impact Statement (EIS) by summer 2025 and the final in spring 2026. The US-20 Ashton to SH-87 PEL study is wrapping up the public meetings and draft phases. They plan to finalize the study in spring 2025, seek Board approval, and then move to the 2 – 5 year NEPA process where projects are identified, prioritized and funded. DE-6 Minzghor recognized Bryan Young who received ITD's Impact Award for Engineer of the Year and thanked him and other staff for providing coverage in his absence over the summer.

State Fiscal Year 2024 Year-End Financial Statement Summary. Controller Robbie Swajkoski reported on ITD's FY24 fiscal year-end financials. He reviewed revenue trend actuals to forecasts and expenditures for the State Highway Account, Highway Distribution Account, Aeronautics (AERO) Fund, Transportation Expansion & Congestion Mitigation (TECM), and Strategic Initiatives Program Fund (SIPF). Some highlights included the forecast for SHA revenues Federal Aid was above actuals about 5% - \$536.9M to \$508.4M respectively. HDA revenue to ITD was \$250.8M - \$7M over forecast. Expenditure for the State Highway Fund were just over \$900M. Total revenue to the AERO Fund was greater than forecasted and expenditures were lower than FY23 due to Leading Idaho funds not expended. TECM revenue gained about \$12M over the expected \$80M due to interest and cigarette tax revenue. Expenditures were about \$75M. The SIPF balance at June 30, 2024 was \$223M with expenditures of \$109.9M. GARVEE project expenses were \$43.9M and \$245.4M for TECM projects.

August 2024 Revenue Forecast and Proposed FY26 Appropriation Request. Economic Research Manager Bob Thompson reviewed ITD's August 1, 2024 forecast for FY25 and FY26 summary of revenues (history and forecast) for the SHA, SIPF, TECM and AERO and provided select highlights on the revenue and funding outlook. Some highlights included FY25 federal funding estimates are based on apportionment levels of the current Transportation Act (IIJA). Growth rates overall for state funds are a moderate increase of 0.7% in FY25 and 1% in FY26 respectively. The SIPF (\$502.8M General Fund transfers) forecasts are \$181.7M in FY25 and \$187.1M in FY26. TECM (sales tax), in addition to the \$80M, forecasts \$10M in FY25 and \$9M in FY26, not including interests. AERO forecasted revenue is \$5.79M in FY25 and \$5.82M in FY26. The grand total for the FY25 forecast is \$1.21 billion and \$1.16 billion for FY26.

Financial Manager Kirk Weiskircher provided an overview of the agency's draft FY26 budget request changes since June 2024, which includes FY25 supplementals, 12 FY26 line

items, replacement equipment and an appropriation summary review. Highlights included there are four FY25 Supplementals that were not previously included totaling \$65.5M to align spending authority with prior year unspent obligations of which, \$50M is for federal contract construction to regain spending authority lost over the years. At the Division of Financial Management's request, staff anticipates one more supplemental of \$75M for American Rescue Plan Act (ARPA) funds that are required to be spent by September 2026. The following highlights some changes to the division's budgets Line Items since the June board meeting: Administration – increase of \$679,400 for new equipment, Aeronautics – increase of \$28,000 for salary enhancements, and Contract Construction & Right of Way (CC ROW) Funds – increase \$5.4M for Idaho First funding. The budget includes Idaho First funding for CC ROW, road and bridge maintenance - \$212.2M and CC ROW transportation safety and capacity - \$99.7M. The total FY26 line items request is \$299.3M. Funding was added for projected health insurance increase of \$170,000. The total program funding request with debt service is \$1.3 billion - up by \$13.9M with changes since June. Some potential impacts to the budget request include final review and adjustments for personnel costs and Statewide Cost Allocation Plan fees.

In response to Member Bulger's question about expending AERO's FY24 Federal funds actual revenue (\$256.2M) compared to the forecast (\$668.5M), ERM Thompson replied that federal funds are based on apportionments. The funds are not forecasted, but rather stem from reimbursements.

Chairman Moad inquired about impacts with electric vehicles - how total gallons of fuel consumed is forecasted and raised question about the adequacy and sustainability of revenue and potential of needing to raise the fuel tax.

In response to Member Osborn's question regarding if the FY25 supplemental request reflects an increase from last year, Chief Administrative Officer Dave Tolman stated there is a minor increase for operating costs. The \$50 million for federal contract authority addresses the trend of increased payouts and the need to retain that spending authority. The ARPA funding for infrastructure projects is a matter of timing. With the requirement to spend those funds by September 2026, the authority is needed in FY25 to begin contract work.

Director Stokes commented on Member Osborn's question. Confirming the supplemental is not a request for more money – the department has the funds. Legislative appropriations are based on projects per year, but many are multi-year projects and have multi-year contracts. It is a request for that spending authority.

In response to Member Watkins question regarding the status of the additional 53 full-time positions (FTP) the legislature approved and funding, CAO Tolman stated the FTPs are fully funded with dedicated funds and on track with hiring. They have about 45 hired or being recruited. ITD addresses turnover as a regular hiring occurrence that nets some salary savings. When applicable, they can expend savings through one-time retention bonuses to advance personnel funds.

Member Bulger commented on the inequity of employee raises (1%) that are not keeping pace with inflation and asked if there was any effort amongst other state agency directors to address it. Director Stokes clarified that agency budgets are submitted to the Governor's office through DFM and the Legislative Services Office (LSO). Multiple meetings are held with them along with engagement with the Division of Human Resources (DHR) and outreach with the contracting community. ITD is working with DFM on a pay proposal for the engineering classification that the legislature did not fund last session, along with conversations with the Senate Transportation Committee and the Joint Finance Appropriation Committee regarding additional FTPs.

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

RES. NO. WHEREAS, the FY2026 Department Budget Request will be prepared in
ITB24-56 accordance with instructions in the Division of Financial Management's Budget
Development Manual; and

WHEREAS, the Board has reviewed the Proposed FY2026 Budget Request Summary.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has reviewed the budget request estimates reflected in the Department Summary and Certification, submitted for approval August 22, 2024, shown as Exhibit 571, which is made a part hereof with like effect, and authorizes the estimates and guidance provided to serve as the basis for the FY2026 budget request submitted to the Division of Financial Management and Legislative Services Office.

ITD Annual Administrative Rules Review Update. Transportation Policy Specialist Brendan Floyd provided an update on the rules process and next steps. Some highlights included four of the five rules reviewed are under the governor's Zero-Based Regulation executive order to remove unnecessary language and restrictions. Two negotiated rulemaking meetings were held – one for DMV related to names on driver licenses and requirements for vehicle dealers and the other to cover three highway rules. The highway rules pertain to the federal Manual on Uniform Traffic Control Devices. The MUTCD was updated in January 2024. States have two years to comply. A new rule is needed this year to meet that federal compliance. Staff will bring the final draft rules to the Board for review in October and seek approval in November.

Request to Approve Consultant Agreements. Highway Division Administrator Amy Schroeder presented the request for consultant agreement authorization for Engineer of Record (EOR) services. The two TECM projects, as shown in the resolution, are SH-55 Farmway Road to Middleton Road, Canyon County by Horrocks Engineers and I-15, Northgate to Fort Hall – South & I-15, Northgate to Fort Hall – North (two separate agreements), Bannock County by David Evans and Associates. HDA Schroeder reviewed the project background and justifications and outlined the requested authorization for each project.

In response to Member Watkins' inquiry about the frequency contactors are called upon for EOR services, HDA Schroeder stated nearly every contract uses this service but it varies as to how much, this could be used to review shop drawings or answer questions about the consultant's design. CD McElhinney clarified that ITD provides the contract oversight and these services are for on-call technical support by the consultant and is not a lump sum contract.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board)
 ITB24-57 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/ SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AUTHORIZATION REQUEST	TOTAL AUTHORIZATION
22715 ¹ / Engineer of Record	SH-55, Farmway Rd to Middleton Rd, Canyon County	3	-	-	\$1,926,911	\$1,926,911
24307, 24308 ¹ / Engineer of Record	I-15, Northgate to Fort Hall – South & I- 15, Northgate to Fort Hall – North, Bannock County	5	-	-	\$1,342,000	\$1,342,000

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

Urban Area Boundary (UAB) Adjustments. Planning & Development Manager Scott Luekenga reviewed the Urban Area Boundary adjustments process and the proposed adjustments for the 26 urban areas. Some highlights included the U.S. Census Bureau revises urban areas every 10 years based on population counts from the decennial census. FHWA gives state DOTs the opportunity to adjust and revise these boundaries to be more consistent with land use and transportation planning needs. Designations are critical to many federal transportation and funding programs and support the determination of federal-aid eligibility for roadways, bridge, and transit funding. This applies to urban areas with populations 5,000 or greater. Several stakeholders participated, or were consulted, in the review process such as LHTAC, the MPOs, Washington and Oregon. The draft recommended adjustments were also reviewed by FHWA and the Board's Subcommittee on Adjustments to the State Highway System. One notable change to the UAB adjustments, is the inclusion of the City of Shelley who became a newly designated urban area with a population of 5,109.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB24-58 mobility, and economic opportunity; and

WHEREAS, the Idaho Transportation Board has established a Subcommittee to manage requests for adjustments to the State Highway System, which include adjustments to Idaho's urban boundaries; and

WHEREAS, the U.S. Census Bureau released the 2020 census which designates urban boundaries as an urban area with a population greater than 5,000; and

WHEREAS; 23 U.S.C 101(a) allows states to adjust urban boundaries for transportation planning purposes related to a need for consistency or geographic continuity; and

WHEREAS; ITD coordinated with the state's MPOs, designated urban areas, and the States of Washington and Oregon to adjust urban area boundaries.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the 2024 urban area boundaries adjustments as reflected by the maps in the board packet, shown as Exhibit 572, which is made a part hereof with like effect.

ITD's 2024 Carbon Reduction Strategy (CRS). Planning & Development Manager Scott Luekenga provided background on the Carbon Reduction Program, the department's three carbon reduction strategy categories, funding allocations, and the CRS development process. Some highlights included the Bipartisan Infrastructure Law requires state DOTs to develop a

CRS that identifies projects that will reduce transportation emissions of carbon dioxide. ITD's three CRS categories are truck parking and freight amenities, traffic operations and technology and other potential strategies such as zero emission vehicles, transit, sidewalks and walk/bike facilities. Idaho's 5-year (FY22 – FY26) funding apportionments average \$9 million per year with 65% to urban and rural jurisdictions and 35% to ITD based on regional population density. As part of the development process, and in consultation with the MPOs, feasibility was based on Idaho context and a cost benefit analysis reinforced ITD's top three project category selections.

CD McElhinney reviewed some sections of ITD's CRS Plan that included the executive summary, the CRS priorities and strategy areas, and carbon emissions data. Some highlights included Idaho's air quality overall is good, and partly because more than half of its power is generated from renewable resources. Of the three CRS priority categories, truck parking is number one and Idaho is the only state in the nation who has it as its top priority. In comparison to the national average and six other neighboring states, Idaho's carbon emissions is the lowest. Idaho is 25% less than the national average for 2021.

Vice Chair DeLorenzo commented on the difficulties of measuring progress on CR when our state already has good air quality. Emissions in relationship to freight movement was a significant topic at the recent Western Association of State Highway Transportation Officials (WASHTO) Annual conference.

In response to Chairman Moad's question regarding truck emissions requirements and weigh in motion (WIM) status, PDM Luekenga stated he has not seen any timelines about California switching fleets to electric vehicles. In respect to WIM, they will use CRP funds and highlighted the Declo Port of Entry where a tire anomaly detection system was installed, improvements being planned for the Marsing POE, and relocation of the southbound POE on US-93 to Hollister.

Chairman Moad inquired about payloads (weight restrictions) for truckers and if there is a uniform effort on a prescribed weight. PDM Luekenga replied he did not believe all states would come to a consensus but will follow up with more information.

Candidate Conservation Agreement with Assurances (CCA) for the Monarch Butterfly. Environmental Services Manager Wendy Terlizzi presented the background on the Monarch Butterfly and the CCA, risk management strategies, benefits for ITD, parameters for enrollment, the implementation plan, and monitoring and tracking requirements. Some highlights included the Western Monarch's summer breeding range is throughout Idaho and its host plant is milkweed. The US Fish and Wildlife (USFWS) is expected to make a listing decision under the Endangered Species Act by December 2024. From an assessment conducted in 2021, milkweed was observed along I-84, I-86 and I-15. Since the 1980s, the Monarch's population has decreased 99% due to habitat loss - primarily milkweed. The CCA is voluntary (it can be cancelled at any time), flexible in defining conservation measures and activities, provides certainty, and assurances from USFWS that no other measures will be required. Having a CCA will limit potential delays on projects and incorporates practices already being performed such

as reduced mowing and herbicides spraying practices. An implementation plan would be submitted to and in consultation with the University of Illinois. If implemented, staff would track, conduct sampling and report annually.

In response to Chairman Moad’s inquiry about impacts to project environmental documents, ESM Terlizzi replied the assessments have been updated and will work with the districts to include it upfront and early in the process.

Member Osborn commented on the intermingling between invasive weeds and milkweed and challenges with thistle. He recommended involving the legislature to consider the potential conflict. CD McElhinney stated ITD is awaiting feedback from other resource agencies and that they will do additional research and provide an update.

Board Unallocated Fund Request for a Traffic Signal at Intersection of US-20 and Elk Creek. District 6 Engineer Jason Minzghor reviewed the request to install a traffic signal at the intersection of US-20 and Elk Creek (MP 389.2) in Fremont County. As this section of US-20 has been studied from Ashton to SH-87, safety concerns were raised due to an increase in congestion from growth coupled with the continued increase of tourism in and around Island Park. They will need to address some challenges at the location concerning wetland work and a neighboring gas station. The proposed project is estimated at \$2 million using FY25 Board Unallocated funding.

In response to Member Watkins’ question regarding vetting the project with local officials, DE-6 Minzghor affirmed they have as part of public outreach. They have full support from the local governmental entities and residence.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB24-59 Department (ITD) mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public’s interest for ITD to fund the installation of a Traffic Signal at US-20 and Elk Creek intersection, MP 389.245.

WHEREAS, ITD is prepared to incorporate this project into the approved FY24 – FY30 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that Board approves adding the Elk Creek Intersection Improvement project, Fremont County to the approved FY24 – FY30 ITIP and draft FY25-31 ITIP at a cost of approximately \$2 million using FY25 Board Unallocated Funds.

BE IT FURTHER RESOLVED, that the Board approves staff to adjust the Program and amend the FY24 – FY30 ITIP accordingly.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 11:20 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Hoff seconded the motion and it passed unanimously by roll call vote.

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

The Board ended executive session at 12:25 PM.

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 for Parcel 61.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way along
ITB24-60 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 61.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000 for the right-of-way acquisition along SH-55, Farmway Rd. to Middleton Rd., for Project No. A022(715), KN 22715, Parcel 61.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 12:29 PM.

Signed

WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Read and Approved
September 19, 2024
Lewiston, Idaho