

REGULAR MEETING  
IDAHO TRANSPORTATION BOARD  
October 16, 2024

The Idaho Transportation Board met at 8:30 AM on Wednesday, October 16, 2024, in Boise, 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  
Scott Stokes, Director  
Dan McElhinney, Chief Deputy/Chief Operations Officer  
Lorraine Dennis, Business Executive to the Board  
Tim Thomas, Lead Deputy Attorney General

District 6 Member Bob Hoff was not able to attend.

Safety Share. Maintenance Supervisor Todd Sorensen reported on asbestos awareness during construction. Asbestos when in good condition provides many benefits; however, because one cannot see or smell it is important to know how to properly manage it.

Board Minutes. Bulger made a motion to approve the minutes of September 18 - 19, 2024, seconded by Member Watkins, and the motion passed unopposed.

Board Meeting Dates. The next meeting is November 13 in Boise. The Board set the 2025 district meeting schedule.

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

RES. NO.        WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB24-75        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 additions to the FY25 – FY31 ITIP for the Community Planning Association of Southwest Idaho (COMPASS) projects and the Local Bridge Improvement Program discretionary award projects.

1) Add COMPASS projects to the FY25-FY31 Idaho Transportation Investment Program (ITIP). The two projects are City of Notus' Rebuilding American Infrastructure with Sustainability

and Equity (RAISE) grant funded project to design four interconnected collector streets in the city - \$1.4 million. The other is Valley Regional Transit's FTA grant funded to purchase eight electric buses and rehabilitate a transit station - \$19.6 million.

2) Add Local Bridge Improvement Program discretionary award projects to the FY25-FY31 ITIP. To add three FHWA discretionary award projects – 145<sup>th</sup> N Bridge replacement (\$410,000), Naples Bridge planning analysis (\$750,000), and Lake Fork Bridge planning study (\$830,000). Totals include local match.

#### Informational Items.

1) Contract awards and advertisements. There were six ITD contracts awarded that did not require Board approval from September 1 - 30, 2024. From October 1, 2023 to September 30, 2024, 98 ITD and 19 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From September 1 – September 29, 2024, 22 new professional services agreements and work tasks were processed, totaling \$16,871,040. Six supplemental agreements to existing professional services agreements were processed during this period for \$6,431,192.

3) Monthly report of federal formula program funding through September 30. Idaho received obligation authority (OA) of \$422.1 million through September 30, 2024. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$478.0 million. An additional \$54.1 million redistribution OA was received on August 27, 2024. Allotted program funding is \$502.957 million with no remaining balance.

4) I-86 Business Loop speed zone adjustment in American Falls. To adjust the minute entry of speed control zones in October 2024 for the I-86 Business Loop in American Falls. A traffic operations evaluation merited changing the 55 MPH to 45 MPH from mile post 100.76 to 101.87.

5) FY25 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of August 31 are ahead of forecast by 7.3% with revenues in the Highway Distribution Account are up by 5.7%. State revenues to the State Aeronautics Fund are above forecast by 12.3% or \$79K. The Department's expenditures were within planned budgets. Personnel costs savings of \$984K is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$136.2M, and total construction expenditures from the five different funds sources total \$256.8M.

The balance of the long-term investments was \$185M. These funds are obligated against construction projects and encumbrances. The cash balance is \$123.7M. Expenditures in the Strategic Initiatives Program Fund is \$21.5M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$21M. For FY25, \$27.6M is committed to debt service. There

are no expenditures from the Federal CARES Act fund this month. Expenditures for the TECM bond program during this period is \$87.9M and \$616K for GARVEE.

Director's Monthly Report. Director Stokes reported on awards received by ITD staff, the annual leader's workshop, a Division of Human Resources (DHR) employee survey and employee visits throughout the state. Some highlights included for the third time in four years, ITD staff took the national "Top Agency" title in the National Snow and Ice competition held in Colorado. There were over 330 competitors. The DHR conducted a statewide employee engagement survey that had about 50 questions. ITD had an 80% response rate. Some notable ITD responses were 84% of employees agreed that their manager shows a commitment to safety and 70% of employees would recommend ITD to work. As anticipated, only 26% agreed they are paid fairly for the work they do. The legislative Change in Employee Compensation (CEC) Committee is inviting employees to provide testimony either to them directly or through DHR until November 30. Director Stokes concluded by reporting he and his executive team held over 50 employee engagement sessions statewide meeting with leaders, employees and touring various facilities.

In response to Member Watkins' question regarding employee turnover, Director Stokes stated about two years prior it was 17 – 18%, but last year it was 15%. Although there was a slight reduction, he prefers to see it closer to 10%.

Innovate ITD! Program. Chief Innovation Experience Officer Brenda Williams reported ITD's 2024 Best of the Best innovation winners. There were over 600 innovation ideas submitted with 289 implemented saving the department over \$8 million. She highlighted the winning ideas and staff for each of the five categories – Safety, Ideal Workplace, Customer Service, Mobility and Economic Opportunity and Resource Stewardship. This year marks the 10-year anniversary of the Innovate ITD! Program. She shared video highlighting the numerous innovations implemented and outlined next steps for the program, which includes an employee launched incentive base plan that is under development.

Transportation Expansion & Congestion Mitigation 2025 Bond Sale. In follow up to the September board meeting, Bonding Program Manager Eric Staats summarized the projects proposed for inclusion in the 2025 bond sale and reviewed next steps. Some highlights included the proposal focuses on construction – projects upcoming or already in construction. There are six projects ready for advertisement totaling \$319.4 million. The SH-75, McKercher to Broadway Run project is included which allows for eligibility should there be funds available. Also, the SH-16, I-84 System Interchange project is planned to advertise this month prior to the bond sale (it is allowable to do so 90 days prior to a bond sale). There are four projects already bonded in construction totaling \$30.6 million for the bond proposal grand total of \$350 million. It was noted that the ARPA funding as presented last month, was not included in the bonding proposal because the estimated additional funds are lower than anticipated. Should those funds become available, staff has the flexibility to use them. BPM Staats reviewed the bond draw down requirements highlighting the administrative efforts taken at the district level to

track construction payments and forecasting helps in exceeding those requirements. The anticipated bond sale is expected early 2025.

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

RES. NO. WHEREAS, the Idaho Transportation Board (ITB) is charged with determining the  
ITB24-76 timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-310 directs the ITB to plan, design and develop statewide transportation systems when determined to be in the public interest; and

WHEREAS, Idaho Code § 40-720 established the Transportation Expansion and Congestion Mitigation (TECM) Fund and ability to use the funds for bond debt service, and Idaho Code § 63-3638(16) sets a fixed amount of \$80,000,000 sales tax distribution annually to TECM; and

WHEREAS, the ITB has approved a list of eligible Corridors to define the focus of the TECM expansion program and the advantages of this approach; and

WHEREAS, the Idaho Legislature, through Title 40, Chapter 7 of the Idaho Code, as amended (the "Act"), authorizes the ITB to request the Idaho Housing and Finance Association (IHFA) to issue bonds for financing all aspects of highway projects eligible for TECM funding as recommended and approved by the ITB; and

WHEREAS, there will be prepared a Preliminary Official Statement and related bond documents relating to each series of the bonds and the distribution thereof to potential bond purchasers and the distribution to all actual purchasers of the bonds of a final Official Statement relating to the bonds to be authorized; and

WHEREAS, other bonding documents will also need to be executed setting forth the applicable series of bonds.

*NOW THEREFORE BE IT RESOLVED*, by the Board as follows:

1. Pursuant to the Act, the ITB approves the Projects referenced and defined below and recommends to IHFA the financing thereof through the issuance of the bonds to fund approximately \$350,000,000 or an amount to fully utilize \$80,000,000 in debt service from the TECM Fund for the project costs listed below that are approximately:

- I-90, SH-41 to US-95 in the amount of \$157,600,000
- SH-16 - System Interchange, Franklin Interchange, and SH-44 Interchange in the amount of \$129,100,000

- SH-55, Farmway to Middleton in the amount of \$16,700,000
- SH-75, McKercher to Broadway Run in the amount of \$16,000,000
- I-84, Burley and Heyburn Interchanges in the amount of \$24,000,000
- I-15, Pocatello to Blackfoot in the amount of \$6,600,000

provided that if savings are determined on one or more projects, such savings may be allocated to any other projects listed above. Further, the said funds are necessary to meet program obligation requirements and are to be used and disbursed in accordance with US Treasury regulations for tax-exempt bonds. In addition, otherwise unobligated moneys are expected to be received and held in the TECM Fund as needed and subject to continuing appropriation to meet the bond debt service obligations. The bonds are to be issued at prevailing market rates of interest.

2. The Chairman and/or Director is hereby authorized and directed, for and in the name and on behalf of the ITB to execute the following bonding documents and any other documents required for the closing of the bonds setting forth the terms of the applicable series of bonds together with such additions or changes in the form thereof as may deem necessary or advisable, such approval to be conclusively evidenced by the execution of said bonding documents as so added to or changed.

Master Financing Agreement  
Final Official Statement  
Supplemental to Master Financing Agreement  
Master Trust Indenture  
Series Trust Indenture  
Letter of Representations

3. Further, the Board and ITD will keep books and records of all expenditures and will make a reimbursement allocation, which is a written allocation that evidences the use of proceeds of the bonds for Project expenditures no later than 18 months after the later of the date on which the expenditure is paid or the related Project is placed in service or abandoned, but in no event more than three years after the date on which the expenditure is paid. Finally, that this resolution evidences the Board's intent and reasonable expectation under Treas. Reg. Section 1.150-2 (d)(1) to use the proceeds of the bonds to pay certain costs of the Projects and to reimburse the Board and ITD for expenditures for the costs of the Projects paid prior to the issuance of the bonds to the extent permitted by federal tax regulations.

Request to Advertise and Award SH-16/I-84 System Interchange Project. Bonding Program Manager Eric Staats provided an overview of the SH-16/I-84 System Interchange project highlighting its inclusion in the 2025 bond sale and early advertisement. The project is

the final connection on the south end of the new corridor under construction that includes six bridges. BPM Staats reviewed the project advertisement and award schedule in tandem with the 2025 bond sale. Advertisement begins in November 2024 with the anticipation of award in January 2025 to start construction in spring 2025. If there are delays with entering the bond market in January/February, there is a strategy in place to address funding the project.

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

RES. NO.        WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB24-77        timeframe and scope of improvements for the State Transportation System; and

WHEREAS, Idaho Code § 40-310 directs the Idaho Transportation Board to plan, design and develop statewide transportation systems when determined to be in the public interest; and

WHEREAS, the SH-16/I-84 System Interchange project is ready to advertise; and

WHEREAS, advertisement and award of the SH-16/I-84 System Interchange project in 2024/January 2025, prior to the next anticipated bond sale, is advantageous for optimizing construction duration; and

WHEREAS, a 2025 TECM bond sale is being planned and is anticipated to provide funding for construction of the SH-16/I-84 System Interchange project; and

WHEREAS, various other funding sources are being dedicated to the delivery of projects developed by the bonding office, and there are sufficient funds available to pay for construction of the SH-16/I-84 System Interchange project if an unforeseeable event prohibits ITD from selling the final tranche of TECM bonds in 2025; and

WHEREAS, contracts may be awarded on approved projects in advance of bonds being issued based on an evaluation of market risk by the TECM finance team and the ITD Director.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves advertising and awarding Key Number 23956, SH-16/I-84 System Interchange project in advance of the anticipated 2025 bond sale.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for consultant agreement authorization for design and construction engineering and inspection (CE&I) services. The two projects, as shown in the resolution, are SH-55, Farmway Rd. to Middleton Rd., Canyon County by Keller Associates and SH-55, Deinhard/Boystun corridor design, Valley County by Horrocks Engineers. SDE Crider reviewed

the project background and justifications and outlined the requested authorization for each project.

Chairman Moad inquired about the SH-55 and Deinhard St./Boydston Ln. project regarding coordination and potential concerns with the McCall airport. At the conclusion of the meeting, staff provided a project update.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board)  
ITB24-78 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 <sup>1</sup> / CE&I	SH-55, Farmway Rd to Middleton Rd, Canyon County	3	-	-	\$2,516,426	\$2,516,426
24360 <sup>1</sup> / Design	SH-55, Deinhard /Boydston Corridor Design, McCall	3	-	-	\$3,594,479	\$3,594,479

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

Annual 80 MPH Interstate Speed Limits Update. Traffic Operations Engineer Kevin Sablan presented the 2024 operations review of the 80 MPH interstate corridors. He provided background and a summary of operations since the implementation in 2014 for each rural area

corridor – I-15, I-84, and I-86. Some highlights included the current observed 85<sup>th</sup> percentile speeds increased to about 85 MPH on average. Differential speeds between light and heavy vehicles has averaged about a 1 MPH increase. Fatal and serious injury crash rates have remained relatively constant when accounting for volume increases. When compared to national rates, operations along the corridors are comparable if not slightly better. TOE Sablan reviewed specific graphics for each corridor showing speed changes before and after implementation, crash data and annual average daily traffic data. He concluded with highlighting a new research project that will examine commercial motor vehicle (CMV) crashes and main causes. The 12-month \$100,000 study will include countermeasure recommendations to mitigate CMV crashes.

Member Bulger suggested adding the length of the corridors to the graphic data. TOE Sablan state they could incorporate that level of breakdown for next year’s annual report.

In response to Member Osborn’s question regarding the Idaho State Police’s feedback on safety, TOE Sablan replied they have not received any concerns from law enforcement.

Chairman Moad inquired about the potential to raise speed limits once construction projects are completed on I-84 Nampa/Caldwell area. TOE Sablan stated the speed increases are in rural areas and was not sure about statute in respect to urban areas. He will research and provide follow up information.

ITD Annual Administrative Rules Proposed Language. Transportation Policy Specialist Brendan Floyd reviewed ITD’s administrative rule changes. Four out of the five were out of the Governor’s Zero-Base Regulation that compel agencies to eliminate redundancies and outdated information. Extensive work was done on the proposed rule modification for 39.03.41, Rules Governing Traffic Control Devices, to comply with the federal Manual on Uniform Traffic Control Devices (MUTCD) that was updated in January 2024. Several proposed changes were made to add clarification, guidance, based on pertinence to Idaho or because content was already adequately addressed in either the updated MUTCD or ITD Traffic Manual. TPS Floyd provided a ten-point summary review. The rules were published and currently open for a second round of public comment through October 23.

In response to Chairman Moad’s question regarding the MUTCD in respect to roundabouts, Chief Deputy McElhinney stated there is guidance for yield only roundabouts in neighborhoods, but not for state highways. He added; overall, the MUTCD is used as a guide not as a final decision maker.

Road and Street Annual Report Update. Financial Specialist Jenna Spencer provided an overview on ITD’s Annual Road and Street Report and outlined changes. Some highlights included local jurisdictions are required to make annual certifications in order to receive Highway User Revenue. In collaboration with the State Controller’s Office, the use of OpenGov, the Local Government Registry reporting platform, was made available to local jurisdictions making it easier to make changes. Changes were made detailing sales tax for Leading Idaho



General Funds and for the Payment in Lieu of Taxes reporting section where Locals provide certification. In collaboration with Legislative Services Office, more education is being offered for Locals. Using OpenGov will allow ITD more direct control and flexibility over the report.

ITD FY2024 Annual Report. Content Specialist Mackenzie Stone presented the department's FY24 Annual Report. The four-page report highlights the department's accomplishments in highway investment, project delivery and performance measures. It also outlines the department's total FY24 revenue and expenditures, along with a summary of the TECM bond program. The report captures future goals such as modernizing Idaho's transportation system and addressing workforce challenges. It concludes with time and dollars saved from the nearly 1700 innovations implemented the last ten years.

The Board provided feedback for staff's consideration such as adding the Star Card Program deadline, aging bridges needs, leading the report with the innovation savings metrics, and adding the number of employees and what the department is doing with workforce efforts.

Add US-95 Rock Wall Project to the Approved FY25 – FY31 ITIP. Materials Engineering Manager Sikha Bhusal presented the request to replace an old and failing rock wall with a new soldier pile wall on US-95 at mile post 146.5 between Council and New Meadows. The highway is one of the major commercial routes connecting north and south Idaho. Due to the slope of the pavement, water damage caused pavement cracking and erosion of the wall. Staff is monitoring the cracked pavement. The project will include a new drainage system and guardrail.

In response to Chairman Moad's question regarding the safety of the highway, MEM Bhusal stated staff is actively monitoring the project and will continue to do so while a study is conducted. They anticipate doing the project next spring. CD McElhinney commented as staff monitors the project throughout the winter, they can take emergency steps to repair if needed.

Member Osborn 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  
ITB24-79        Department (ITD) mission of safety, mobility, and economic opportunity; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Board approves adding the US 95 Rock Wall Replacement project to FY25 of the approved FY25-FY31 ITIP at a cost of \$2,000,000.00 using FY25 Federal Aid funding from statewide balancing.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 10:27 AM to discuss issues as authorized in Idaho Code Section

74-206 (b) and in Idaho Code Section 74-206 (f). Member Thompson seconded the motion and it passed unanimously by roll call vote.

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

The Board ended executive session at 11:18 AM.

Administrative settlement over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN23337, Project No. A023(337) US 20/26 Middleton Road to Star Road, Ada and Canyon Counties for Parcel 142.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way along  
ITB24-80 US 20/26, Middleton Road to Star Road, for Project No. A023(337); 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 142.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000 for the right-of-way acquisition along US 20/26, Middleton Rd. to Star Rd., for Project No. A023(337), KN 23337, Parcel 142.

SH-55 and Deinhard/Boydston Corridor Design Project Update. In response to questions earlier in the meeting regarding coordination with the McCall Airport on the SH-55 and Deinhard/Boydston project, Transportation Program Manager Vince Trimboli provided a project update. A corridor exchange feasibility study is being conducted regarding the exchange of the two routes - SH-55 and Deinhard Street/Boydston Lane. The airport is a significant piece and staff is partnering with aeronautics and FAA. The City of McCall is in support of the exchange.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 11:35 AM.

Read and Approved  
November 13, 2024  
Boise, Idaho

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WILLIAM H. MOAD, CHAIRMAN  
Idaho Transportation Board

Lorraine Dennis, Business Executive to the Board