

REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

January 13, 2022

The Idaho Transportation Board met at 8:30 AM on Thursday, January 13, 2022, in at the State of Idaho Chinden Campus in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
James R. Thompson, Member – District 1
Gary Osborn, Member – District 2
Jim Kempton, Member – District 4
Dwight Horsch, Member - District 5
Bob Hoff, Member – District 6
Scott Stokes, Chief Deputy
Tim Thomas, Lead Deputy Attorney General
Dan McElhinney, Chief Operations Officer
Lorraine Dennis, Executive Assistant to the Board

Julie DeLorenzo, Vice Chair – District 3, participated remotely.

Safety Share. District 2 Engineer Manager Bob Schumacher presented safety awareness information for winter and spring road hazards citing examples with falling trees, avalanche, rock falls, and mudslides.

Chairman Moad thanked D2E Manager Schumacher for the important message.

Board Minutes. Vice Chair DeLorenzo made a motion to approve the minutes of the regular Board meeting held on December 9, 2021, as submitted. Member Thompson seconded the motion and it passed unanimously by roll call vote.

Board Meeting Dates. The following meeting dates and locations are scheduled:
February 17, 2022 – Boise March 23 & 24, 2022 – Shoshone
April 20 & 21, 2022 – Pocatello

Consent Items. Member Kempton made a motion and seconded by Member Horsch to approve the consent calendar resolution and it passed unanimously by roll call vote.

The motion to approve the following resolution passed unopposed:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB22-01 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 Trucking Advisory Council membership appointment, to remove FY23 Roadway & ADA

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Improvements and Holly ST & NW Nazarene from the Idaho Transportation Investment Program (ITIP), adjustments to the Local Safety Program, contracts for award, and consultant agreements.

1) Trucking Advisory Council Membership Appointment. In consultation with the trucking industry and TAC Chairman, staff requests approval to reappoint Tony Black in District 3 and Troy Thurgood in District 6 to a 3-year term, January 2022 through December 31, 2024.

2) Remove FY23 Roadway & ADA Improvements, Boise and Holly ST & NW Nazarene Roadway. Staff requests approval to remove two local projects: FY23 Roadway & ADA Improvements, Boise and Holly Street & NW Nazarene Roadway, Nampa, at the request of the Community Planning Association of Southwest Idaho (COMPASS) and the project sponsors. The COMPASS Regional Transportation Advisory Committee recommended the project removals on November 17, 2021 and the COMPASS Board approved on December 20, 2021. Staff requests the removal of these two projects from the approved FY22 – 28 ITIP.

3) Adjustments to the Local Safety Program. Staff requests approval for the following project adjustments to the Local Safety Program in the approved FY22 – 28 ITIP: KN22398 – delay construction (all phases) of \$378,000 from FY22 to FY23; and KN20109, KN20483, and KN21997 – increase construction and consultant services by \$378,000 in FY22.

4) Contracts for Award. The low bids on the following projects were more than ten percent over the engineer's estimate, requiring justification. On key #s 19526, 19653, and 19195, US-95, Jct. SH-6 Turnbay, WIR Bridge and Deep Creek Bridge, SH-167 improvements, District 2, the differences between the low bid and engineer's estimate were mainly in mobilization, and temporary shoring. On key #19848, SH-24 & SH-25, City of Rupert, District 4, the difference between the low bid and engineer's estimate was in superpave. On key #13873, Railroad Ave., St. Maries, LHTAC (1), the differences between the low bid and engineer's estimate were mainly in traffic control supervision and mobilization. On key #22260, FY21 Rockfall Mitigation, District 1, the differences between the low bid and engineer's estimate was in rock scaling. On key #21938, US-95 Ironwood to SH-53 signal upgrades, District 1, the differences between the low bid and engineer's estimate was in replacing a signal cabinet – fuel cell backup. On key #20159, FY21 capital maintenance, Phase 3, Boise area, ACHD (3), the differences between the low bid and engineer's estimate were mainly in mobilization and superpave.

The engineer's estimate were developed using the average bid costs of previous projects in the area and assumed price increases. The District, LHTAC and ACHD do not believe re-advertising the projects would result in lower bids, and recommends awarding the contracts. Low bidder, for key #s 19526, 19653, and 19195: M A DeAtley Construction Inc. - \$12,041,258.49; key #19848: Staker & Parson Companies - \$4,894,269.00; key #13873: Barcott Construction LLC - \$2,776,832.43; key #22260: Rock Supremacy LLC - \$638,399.00; key #21938: Thorco Inc. - \$2,986,458.00; and key #20159: Knife River Corporation-Mountain West - \$655,927.00.

5) Request to Approve Consultant Agreement. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #22638 – US-12,

Cherrylane Bridge, Nez Perce County, LHTAC, for construction engineering and inspection services of approximately \$2.0 million.

Informational Items.

Contract Awards and Advertisements. Key #20428, SH-21, Technology Way to Surprise Way, District 3. Low bidder: Sunroc Corporation - \$1,959,201.00

Key #19916, US-95, LaBrosse Hill Street to Alderson Lane, District 1. Low bidder: J7 Contracting Inc. - \$11,587,385.23.

Key #20032, US-95, CulDeSac Canyon Passing Lane, Phase 3, District 2. Low bidder: Knife River Corporation-Mountain West - \$11,201,122.00.

Key #s 22431, 22597, 22598, & 22599, S. Higbee Dr., Butte Arm Canal Bridge, LHTAC (5&6). Low bidder: Cannon Builders Inc. - \$4,633,049.30.

Key #s 20411 & 20379, US-26, Antelope Flats Passing Lane, District 6, Low bidder: Sunroc Corporation - \$6,198,424.38.

Key #19134, US-93, 100 South Road, District 4, Low bidder: Staker & Parson Companies - \$11,456,656.00.

Key #13014, Mountain View Road, Moscow, LHTAC (2), Low bidder: Western Construction of Lewiston Inc. - \$2,188,016.60.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From November 13 through December 17, 2021, 27 new professional services agreements and work tasks were processed, totaling \$28,161,529. Four (4) supplemental agreements to existing professional services agreements were processed during this period in the amount of \$127,185.

3) Semi-annual Administrative Settlements Report. The Board delegated to staff, the authority to negotiate settlements for the acquisition of real property by ITD that do not exceed \$200,000 over the fair market value. In order to monitor settlements, reports are submitted twice each year summarizing administrative settlements. During the semi-annual period of July 1, 2021 through December 31, 2021, the Right of Way Section processed 88 parcels with a total value of \$13.9 million. Of the 88 parcels, 45 parcels had an Administrative Settlement.

4) Non-construction professional services report. In accordance with Board Policy 4001, there was one agreement to report. Staff executed one professional service agreement to High Street Consulting Group for a HQ Planning, System Modernization Performance Measure Study.

5) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 11% as of November 30. Receipts from the Highway Distribution Account were \$11.5 million more than forecast. State revenues to the State

Aeronautics Fund were ahead of projections by 64%, or \$762,000. The Department's expenditures were within planned budgets. Personnel costs had savings of \$1.9 million or 3.6% due to less vacancies and pay increases appropriated by the Legislature. Contract construction cash expenditures were \$216.1 million for July through November.

The balance of the long-term investments was \$112.8 million at the end of November. These funds are obligated against construction projects and encumbrances. The cash balance was \$155.4 million. Expenditures in the Strategic Initiatives Program Fund through the end of November were \$0.9 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$8.7 million is the fifth month of the new 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund were \$8.6 million year-to-date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$1.7 million year-to-date.

6) Monthly Reporting of Federal Formula Program Funding through December. Idaho received obligation authority of \$149.7 million through February 18, 2022 via a Continuing Appropriations Act signed on December 2, 2021. It includes \$2.0 million of Highway Infrastructure General Funds carried over from last year in the local urban and off-system bridge programs, and \$39 million COVID Relief funds carried over from last year in the Transportation Management Area, Local Urban and SHS Programs. The Infrastructure Investment and Jobs Act (IIJA) was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho will receive apportionments of \$383.1 million. Currently, obligation authority is 35.3% of apportionments. As of February 18, 2022, \$161.6 million was allocated with \$88 million remaining program funding as of December 30, 2021.

Board's Subcommittees Update. Member Kempton reported there was one action recommended from the State Highway System Adjustments Subcommittee yesterday to change the signage for the proposed SH-19 realignment to include SH-19 and I-84B spur. Staff will present its recommendation for Board approval next month.

Member Hoff reported the Policies Subcommittee discussed next steps in the review of Policy 4028, the Allocation of Federal Formula Highway Apportionments to local public agencies. Staff has been asked to provide additional information on total local funding sources and on transportation management area boundaries.

Chairman Moad thanked the subcommittee chairs for the updates.

Monthly Report on Activities. Chief Deputy Stokes thanked staff for the efforts and coordination due to the Headquarters' building flood discovered on January 2. He reported on TECM bonding, project readiness, State Transportation Improvement Plan (STIP) update, construction forecast, DMV online services, and highway safety. Highlights from CD Stokes' report include staff's plan to present details on the first construction bonds proposal in the TECM program that is expected to occur this spring. The department will have \$300 million worth of projects ready for bid by June. These are early, ahead of schedule STIP projects. In addition, we will have \$200 million worth of STIP projects ready by December 2023, which is on top of the TECM program. With the expected increases in federal funding from the Infrastructure

Investment Jobs Act (IJA), and potential state funding, we expect to see opportunities to advance this work in the STIP. Governor Little has also proposed additional general funds for transportation of about \$120 million to ITD and \$80 million for locals. More than likely, there will be a supplemental workshop in April to discuss STIP opportunities. Aeronautics will be advancing \$4 million in airport work based on last year's surplus. Our teams are working to put everything in place to oversee the increased activity in construction. CD Stokes also reported on DMV's online improvements and innovations in use of the QR code and increased services for online and dealer transactions. In conclusion, he reported 271 people lost their lives on Idaho roads in 2021, but plan to significantly increase outreach this year.

Chairman Moad thanked CD Stokes for his report.

Legislative Update. Chief External Affairs Officer Mollie McCarty reported the 66th legislative session began January 10. Governor Little's budget proposal includes \$200 million for new ongoing transportation funding and \$200 million one-time funding for bridges exclusively from the general fund. Prior to 2015, general funds were not used for transportation. Included is 5% for change in employee compensation. She also stated the department's annual reports to the house transportation committee and senate transportation committee are this month, with the annual budget presented next month. It is the department's third year of the administrative rules reauthorization process. There are 42 total rules (35 non-fee and 7 fee), plus broadband. We have three legislative proposals: extended learners permit for truck drivers, eliminate the requirement to physically surrender a suspended driver's license, and update membership for the public transportation Interagency Working Group.

Chairman Moad thanked CEO McCarty for the report.

Board Unallocated Funds for SH-33 Rexburg Signal Interconnect Project. District 6 Engineer Jason Minzghor requested to begin negotiations to enter into an MOU with City of Rexburg to interconnect all the signals in Rexburg and set up an advanced transportation management center. The City of Rexburg is currently working on installing fiber around Rexburg and is willing to partner with ITD and share costs 50/50. The interconnect project is along the SH-33 business spur and US-20 North Rexburg Interchange.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho
ITB22-02 Transportation Department mission of safety, mobility, and
 economic opportunity; and

WHEREAS, it is in the public interest for ITD to fund the Rexburg Signal
Progression Project; and

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

NOW THEREFORE BE IT RESOLVED, that Rexburg Signal Interconnect project

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be added to the ITIP at a cost of approximately \$500,000.00 using FY22 ITD Board Unallocated Funds; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves the staff to adjust the Program and amend the approved FY22-28 Statewide Transportation Improvement Program accordingly.

Proposed US-20 Exit 344 Interchange. DE-6 Minzghor requested the design of an interchange on US-20 at exit 344. The scope includes a grade-separated overpass, and on-and-off ramps on eastbound and westbound US-20 to reduce conflict points at the intersection. The estimated project development costs will use Transportation Expansion & Congestion Mitigation (TECM) pay-as-you-go funds for development. DE-6 Minzghor commented the project was originally contemplated as early as 1982. The project would be added to the ITIP Early Development Program with development funds in FY22, and could potentially utilize TECM pay-as-you-go or TECM bonding for construction.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining
ITB22-03 the 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 Idaho Transportation Board is charged with considering the safety and convenience of the highway users; and

WHEREAS, the interchange on US-20 at exit 344 (E 400 N) has been identified as a priority for development and bid-readiness; and

WHEREAS, US-20 between Idaho Falls and Montana State Line is an approved Transportation Expansion & Congestion Mitigation (TECM) corridor.

NOW THEREFORE BE IT RESOLVED, that a project on US-20 at exit 344 (E 400 N) be added to FY22 of the Early Development Program for project development at a cost of \$2,500,000 using Transportation Expansion & Congestion Mitigation (TECM) funds; and

NOW THEREFORE BE IT FURTHER RESOLVED, that the Idaho Transportation Board authorize staff to adjust the program and amend the approved FY22 - 28 ITIP accordingly.

Board Unallocated Funds to Design Closure of Five At-Grade Crossing on US-20. DE-6 Minzghor requested funds for Preliminary Engineering Consultant and Preliminary Engineering

to study the feasibility, and to design the closure of five at-grade crossings on US-20 in Madison and Fremont Counties. It will also include collaborating with the City of St. Anthony and Fremont County to investigate the feasibility of turning over ownership of the US-20 business loop to the respective city and county.

In response to Member Horsch's questions about being able to build frontage roads and owning property, DE-6 Minzghor stated ITD does not own those roads or have the right-of-way, but would work with the county to enter into a MOU.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish
ITB22-04 and accomplish a current realistic, and fiscally constrained seven-year
Idaho Transportation Investment Program (ITIP); and

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

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

WHEREAS, ITD is prepared to incorporate this project into the approved ITIP.

NOW THEREFORE BE IT RESOLVED, that project US-20, At-Grade Crossing, highway improvements including 5 at-grade crossings, frontage roads and county connectors to be reviewed and discussed with the counties involved as to devise the best plan for the people of Idaho, and to be added to the ITIP for project development at a cost of approximately \$500,000.00 using FY22 Board Unallocated Funds; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves staff to adjust the program and amend the approved FY22 - 28 ITIP accordingly.

Board Unallocated Funds for I-15 Devils Creek Landslide Project. District 5 Engineer Todd Hubbard requested funds to mitigate the I-15, Devils Creek Landslide. I-15 runs north south from the Utah border to Montana. The slide occurred on November 30, 2020. The head of the slide is in ITD right-of-way. Crews will install a horizontal drainpipe to remove the water, and would hire a consultant to help with design of the drains, collection pads, corresponding drainage, and monitoring equipment.

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 Idaho
ITB22-05 Transportation Department mission of safety, mobility, and economic
opportunity; and

WHEREAS, it is in the public interest for ITD to mitigate the landslide on I-15; and

WHEREAS, ITD staff has identified options for the Devils Creek Landslide Mitigation; and

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

NOW THEREFORE BE IT RESOLVED, that the I-15, Devils Creek Landslide Mitigation be added to the ITIP at a cost of approximately \$1,000,000 using FY22 Board Unallocated Funds; and

BE IT FUTURE RESOLVED, that the Idaho Transportation Board approves staff to adjust the program and amend the approved FY22 - 28 ITIP accordingly.

Delay G Canal Replacement Project. District 4 Engineer Jesse Barrus is requesting to delay the G Canal Bridge Replacement project from FY23 to FY25. Delay is to allow time to partner with the City of Burley on a project they are constructing that will widen and increase the capacity of 27th Street that intersects with SH-27. The G Canal Bridge runs diagonally across this intersection and will need to be widened to accommodate this change. In addition, some major utilities will need to be relocated.

Member Kempton made a motion, seconded by Member Horsch, and passed unopposed by roll call vote, to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board is charged with considering
ITB22-06 the safety and convenience of the highway users; and

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

WHEREAS, ITD learned of a local widening project that would be a great opportunity for partnering with a local jurisdiction and be in the best interest for the mobility of the traveling public.

NOW THEREFORE BE IT RESOLVED, that project SH 27, G Canal Bridge (20456) be delayed from FY23 to FY25; and

BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves staff to adjust the program and amend the approved FY22 - 28 ITIP accordingly.

FY23 Appropriation Request Status – Governor’s Recommendation. Financial Manager Chris Bray presented the department’s FY23 budget request incorporating the Governor’s recommendations released on January 10. Modifications include FY22 Supplemental totaling

\$252.9 million, and for FY23 Enhancements, \$200 million in contract construction and right-of-way and \$13 million in miscellaneous changes. In comparison to the department's revision #1A budget request submitted in November 2021 with the Governor's proposal, total FY23 program funding increased from \$963 million to \$1.2 billion.

In response to Vice Chair DeLorenzo's question about the lower cash balance amount, Financial Planning and Analysis Manager Collins replied they try to project that balance to zero; however, we have seen \$10 million maintained for revisions or unexpected expenses.

Transportation Expansion and Congestion Mitigation Program Bond Update. Controller Dave Tolman provided a TECM bonding finance update. ITD has worked with the finance team since July 2021 to develop the TECM bond structure. The team is comprised of the Tax Commission, Bond Counsel, Idaho Housing and Finance Association (IHFA) and Citigroup. The department has an MOU with the Tax Commission and Division of Financial Management for sales tax distributions to TECM. IHFA and Citigroup collaborated on the structure of debt service, reserve funds and scheduled rating agency presentations with Moody on January 19 and Fitch on January 21. Ratings are expected to be received mid-February with bonds ready to sell this spring. Controller Tolman reviewed the TECM funds distribution and program/bonding models. Staff recommends 25-year term for each bond series, bond as close as possible to contract award, and to evaluate risk at each bond issuance and award contracts in advance of bond sale if risk is low of not selling bonds.

In response to Chairman Moad's question about the bond term and project life, Controller Tolman stated these would be major construction type projects that would exceed the 25-year bond term.

In response to Member Horsch's question about using remaining funds from the annual \$80 million, Controller Tolman responded we intend to pay-as-you-go; however, the intent is to use all the \$80 million for debt service in 4 – 5 years.

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, the Idaho Transportation Board is charged with determining the
ITB22-07 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, Idaho Code § 40-720 established the Transportation Expansion and Congestion Mitigation (TECM) fund and ability to use the funds for bond debt service, and House Bill 362 (FY21) increased the sales tax distribution annually and sustainably for large infrastructure projects on the state highway system; and

WHEREAS, the Idaho Transportation Board 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, authorizes the Idaho Transportation Board to request the Idaho Housing and Finance Association to issue bonds for financing all aspects of highway projects eligible for TECM funding as recommended and approved by the Idaho Transportation Board.

NOW THEREFORE BE IT RESOLVED, by the Board the bonding approach for TECM shall be as follows:

1. The Idaho Transportation Board requests that the Idaho Housing and Finance Association issue bonds pursuant to the provisions of Title 40, Chapter 7.
2. The term of each series of bonds issued under this program is 25 years.
3. Each series of bonds issued for this program shall be based on project readiness with consideration of the cash flow requirements of the projects approved by the Idaho Transportation Board.
4. 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.
5. Each bond series is issued according to Idaho Code and to meet all federal requirements in order to retain the highest bond rating for this program.

Transportation Program Manager Amy Schroeder reviewed a framework and draft scenario for the first TECM bond sale. They intend to pursue project development and be ready for various funding opportunities. The projects listed are the same as previously approved by the Board with the addition of three new projects. She highlighted there are two environmental and design groups – one will be included in the bond sale and the other will be pay-as-you-go. Included in the pay-as-you-go group is the newly added project, US-20 interchange south of St. Anthony.

TPM Schroeder reviewed the construction projects approved by the Board last May to be included in the first bond sale, US-20/26 from I-84 to Middleton Road and SH-16 from I-84 to US-20/26. One of three SH-16 projects, Franklin Road to Ustick Road, may be able to use GARVEE savings, so next month they will have a recommendation on how to finance it. The other two construction projects being proposed for inclusion in the first bond sale are within the approved TECM corridors and being proposed for advancement because of project readiness, I-86 and I-15 system interchange in Pocatello and I-90 and SH-41 interchange in Post Falls.

This scenario proposes that the first bond sale would be for approximately \$270 million in construction (75% of five construction contracts) and about \$30 million in environmental and

design (50% of current environmental and design services and 25% of additional future design that will be contracted later this year). It will not include any right-of-way. The remainder of the design, right-of-way and construction would utilize either TECM or ITIP pay-as-you-go. A resolution for Board approval will be presented next month. TPM Schroeder asked for feedback on the grouping and the design projects being proposed for the first bond sale.

In response to Vice Chair DeLorenzo's question about the risk of including the \$10.8 million for additional future design in this bond sale, TPM Schroeder stated there is some risk; however, there is also an opportunity to include it in future bond sales. Her team will review the draw down requirements and make a recommendation next month.

Member Kempton expressed concerns about the \$11 million for design of the I-84, Burley & Heyburn Interchanges in the pay-as-you-go grouping. Vice Chair DeLorenzo questioned if that project could be considered for inclusion in this bond sale. TPM Schroeder indicated she would look into the draw down timing and make a recommendation at the next Board meeting.

In response to Chairman Moad's question about bond size and risk, TPM Schroeder stated they are open to suggestions about the percentages for construction (currently at 75%). For every 5% increase it represents about \$15 million more bonds. She also stated the construction projects presented in this scenario are in the \$50-100 million range.

Vice Chair DeLorenzo commented \$295 million is a big bond series, but is okay with going a little higher based on risk assessment. Member Kempton concluded he is relying on staff's analysis to balance the risk and make decisions judiciously.

Chairman Moad thanked Controller Tolman and TPM Schroeder for their presentation.

Status of State Highway System ITIP Project Readiness. Chief Operations Officer Dan McElhinney discussed the ability for the department to advance over \$300 million worth of projects in the STIP by December 2022. Over \$500 million in total projects would be available to advance by the end of calendar year 2023. He indicated the department has the capacity to handle the increase in construction activity, as does our industry partners, based on the project status from each district and coordination with AGC on capacity over the next 5 years and past production, 2017 – 2021.

Chief Engineer Blake Rindlisbacher credited staff for their team effort, hard work and innovation in being able to get projects ready and deliver the program. There has also been great strides made in planning efforts with industry partners. He reviewed the State Highway System ITIP projects ready for advancement lists. There are 14 projects totaling \$85.9 million that are ready as of January 1, 2022, 20 projects totaling \$217.8 million projects ready by June 30, 2022, 13 projects totaling \$71.4 million ready by December 31, 2022, and 11 projects totaling \$111.5 million that could be ready by December 31, 2023. If future funds became available, staff would seek Board input on project selection.

Chairman Moad thanked COO McElhinney and CE Rindlisbacher for their presentation.

Highway Construction Workforce Partnership Funding Allocation to Implement On-the-Job Training Programs in Idaho. Chief Operations Officer Dan McElhinney and Chief Human Resource Officer Brenda Williams CHRO outlined the team focus on workforce development success. ITD's executive leadership met with Department of Labor's Director Revier and Workforce Development Council (WDC) Executive Director Secrist on partnering efforts to address workforce challenges. ITD staff learned about the Next Steps Idaho website at that meeting. ITD began posting jobs and videos on the website to help promote available jobs and build brand recognition with students.

Contract Compliance Officer Jessika Phillips highlighted the HCWP program and funding. In January 2021, Federal Highway Administration (FHWA) offered a grant opportunity to state departments of transportation to further establish and enhance highway construction workforce practices and programs through the HCWP. ITD was successfully awarded \$300,000 from FHWA, and received a supplemental match of \$65,000 from the WDC. Programs will be implemented in Idaho Falls, Boise and Rathdrum. It will be a five-week long program where Idaho residents would obtain education and experience in heavy equipment operating, concrete cement masonry work, welding, ironwork, rural first-aid and CPR, traffic control flagging, and occupational safety. The grant will pay for CDL certification costs.

In response to Member Hoff's question about participation rate, CCO Phillips responded this year they will have 60 participants with an anticipated 75% success rate.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho
ITB22-08 Transportation Department mission of safety, mobility, and
 economic opportunity; and

WHEREAS, it is in the public interest for ITD to implement the Highway Construction Workforce Partnership (HCWP) Training program; and

WHEREAS, ITD staff has secured grant funding of \$300,000 from the FHWA with a supplemental of \$65,000 from the Idaho Workforce Development Council (IWDC) and;

WHEREAS, ITD identified potential HCWP training vendors for the HCWP Training program; and

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

NOW THEREFORE BE IT RESOLVED, that the HCWP Training program be added to the ITIP at a total program cost of approximately \$365,000; and

BE IT FUTHER RESOLVED, that the Idaho Transportation Board approves the staff to adjust the program and amend the approved FY22- 28 ITIP accordingly.

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Chairman Moad thanked staff for their presentation.

Executive Session on Legal and Personnel Issues. Member Hoff made a motion to meet in executive session at 11:15 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Kempton seconded the motion and it passed unanimously by roll call vote.

The discussion on legal matters related to highway and department operations.

The Board came out of executive session at 12:33 PM.

HQ Building Update. Chief Administrative Officer Char McArthur reported on the water damage discovered on January 2 at ITD's Headquarters building. The flooding was due to cracked coils on the rooftop HVAC unit located in the penthouse of the three-story building. Some areas had about two-inches of standing water. The Division of Public Works is leading the cleanup project and Risk Management the insurance claims process. Employees evacuated on January 3, are either working from home or relocated to other ITD buildings. Next steps include containing damage, assessing claim value, and identifying temporary relocation facilities. Precautions and mitigation is being taken for asbestos. CAO McArthur also reported on a break-in at ITD's Annex facility that occurred on January 7.

Chairman Moad thanked CAO McArthur for the report.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting adjourned at 12:58 PM.

Signed
BILL MOAD, Chairman
Idaho Transportation Board

Read and Approved
February 17, 2022
Boise, Idaho

January 13, 2022