

REGULAR MEETING AND DISTRICT FIVE TOUR AND OUTREACH WORKSHOP
OF THE IDAHO TRANSPORTATION BOARD

April 20 - 21, 2022

The Idaho Transportation Board met at 10:30 AM on Wednesday, April 20, 2022, at the Grand Idaho Inn in Pocatello, Idaho. The following principals were present:

Bill Moad, Chairman
James R. Thompson, Member – District 1
Gary Osborn, Member – District 2
Julie DeLorenzo, Member – District 3
Jim Kempton, Member – District 4
Dwight Horsch, Vice Chair - District 5
Bob Hoff, Member – District 6
Brian Ness, Director
Scott Stokes, Chief Deputy
Dan McElhinney, Chief Operations Officer
Lorraine Dennis, Executive Assistant to the Board

District 5 Tour and Outreach Workshop. The Board toured the Savage Railport. Following the tour, the Board convened at the Grand Idaho Inn for the Idaho Transportation Investment Outreach Workshop. Chairman Moad and Vice Chair Horsch gave opening remarks. District 5 Engineer Todd Hubbard introduced recent District 5 partnering successes and major District 5 priority projects, and COO Dan McElhinney presented an update on new funding from the Governor's Leading Idaho Initiative and the Federal IJA for local and state infrastructure. Participants had time to review several project displays arranged around the room and interact with ITD staff and the Board. The Workshop concluded with comments from local transportation officials.

WHEREUPON, the Idaho Transportation Board's regular monthly meeting recessed at 3:30 PM.

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The Idaho Transportation Board convened at 8:30 AM on Thursday, April 21, 2022 in Pocatello, Idaho. All members were present. Lead Deputy Attorney General Tim Thomas was in attendance.

Safety Share. Operations Engineer Wright presented safety information regarding driving the wrong way. In 2020, there were 88 incidents of wrong way driving with 5 fatalities. A study done by AAA showed that 87% of those driving the wrong way were alone. A few tips include avoid distractions and stay engaged.

Chairman Moad thanked OE Wright for the important message.

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Board Minutes. Member DeLorenzo made a motion to approve the minutes of the regular Board meeting held on March 23-24, 2022, as submitted. Member Hoff seconded the motion and it passed unanimously.

Board Meeting Dates. The following meeting dates were scheduled:
September 21 & 22, Boise November 16 & 17, Boise
October 19 & 20, Boise December 14 & 15, Boise

Consent Items. Member Thompson made a motion and seconded by Vice Chair Horsch to approve the consent calendar resolution and it passed unanimously.

The motion to approve the following resolution passed unopposed:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB22-29 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 2021 Transportation Alternatives Program (TAP) rankings, to advance existing and add new TAP projects to FY22-28 ITIP, consultant agreements, contract awards and contract rejection.

1) 2021 Transportation Alternatives Program (TAP) Rankings. The Local Highway Technical Assistance Council (LHTAC) requests approval for TAP application rankings. They received 41 infrastructure applications requesting over \$21M. Another nine non-infrastructure applications were also submitted for \$993K. Three scorers reviewed and scored the applications – one from ITD, one from LHTAC, and one from the Twin Falls School District. With increased funding to the TAP program due to the Infrastructure Investment and Jobs Act (IIJA) funding, all 41 infrastructure and 9 non-infrastructure projects will be funded in FY22-25.

2) Advance Existing and Add New TAP Projects to FY22-28 ITIP. Per Board Policy 5011, LHTAC requests the addition of ten new projects to the FY22-28 ITIP and advance the FY23 construction funding for two projects for a total increase of \$4.86 million to the FY22 TAP. With approval of the new IIJA bill, the annual funding for the TAP program more than doubled in size starting with current FY22 year. Previously, the program funded approximately \$3.5 million in infrastructure and non-infrastructure projects, but the funding target with the new bill increases to more than \$7.5 million for the life of the bill.

3) Request to Approve Consultant Agreement. In accordance with Board Policy 4001, staff request's approval to exceed the \$1 million agreement limit for key #23090 – US-95, Aht'Wy Interchange and Plaza, Nez Perce County for construction, engineering and inspection services of \$2.25 million and key #23340 – US-93, Third River Crossing PEL Study, Twin Falls for project development services of \$2.4 million.

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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 # 19358, US-20, Intersection SH-47 improvements, Ashton, District 6, the difference between the low bid and engineer's estimate is mainly in excavation and granular borrow. On key #19973, I-84, Declo POE eastbound, District 4, the difference between the low bid and engineer's estimate was mainly in SP POE building, SP infiltration trench and illumination.

The engineer's estimate were developed using the average bid costs of previous projects in the area and assumed price increases. The District does not believe re-advertising the projects would result in lower bids, and recommends awarding the contracts. Low bidder, for key # 19358: H-K Contractors - \$5,778,888.00 and key #19973: Knife River Corporation-Mountain West - \$16,810,162.00.

5) Contract for Rejection. In accordance with Board Policy 4001, staff requests approval to reject the more than 10% over the engineer's estimate for key #20704 – US-12, Orofino to Greer, District 2. Contractor – Knife River Corporation-Mountain West, \$10,730,800.00.

Informational Items.

1) Contract Awards and Advertisements. Key #22593-22596, Boulder Creek Bridge, Little Wood River Bridge, 4200 N Road, Deep Creek Bridge, LHTAC (3 & 4). Low bidder: Braun-Jensen, Inc. - \$7,680,000.00

Key #20643, 21977, I-15/I-86, FY22 bridge repair, District 5. Low bidder: Cannon Builders Inc. – \$5,558,034.76.

Key #21990, RRX Near Sandpoint, LHTAC (1). Low bidder: Razz Construction, Inc. – \$688,387.05.

Key #20597, US-26/SH-39, FY22 W Bingham County pavement preservation, District 5. Low bidder: Kloefer, Inc. – \$4,100,935.04.

Key #18770, STC-4792, Beech/Chestnut Street reconstruction, Genesee, LHTAC (2). Low bidder: ASCORP, Inc. DBA Debco Construction - \$2,191,219.10.

Key #20589, I-86/I-15 System IC, Pocatello, District 5. Low bidder: Sundt-Cannon, A Joint Venture - \$111,919,576.17.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From March 4, 2022 to March 30, 2022, 30 new professional services agreements and work tasks were processed, totaling \$6,295,151. Five supplemental agreements to existing professional services agreements were processed during this period in the amount of \$474,445.

3) Non-construction professional services report. In accordance with Board Policy 4001, there are no agreements to report.

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4) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were ahead of projections by 1.1% as of February 28. Receipts from the Highway Distribution Account were \$8 million more than forecast. State revenues to the State Aeronautics Fund were ahead of projections by 39%, or \$737,000. The Department's expenditures were within planned budgets. Personnel costs had savings of \$2.7 million or 3.3% due to less vacancies and pay increases appropriated by the Legislature. Contract construction cash expenditures were \$279.8 million for July through February.

The balance of the long-term investments was \$173.3 million at the end of February. These funds are obligated against construction projects and encumbrances. The cash balance was \$124.1 million. Expenditures in the Strategic Initiatives Program Fund through the end of February were \$0.9 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund of \$7.5 million is the eighth month of revenues exceeding forecast. Funds are from the 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund were \$16.1 million year-to-date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$3.1 million year-to-date.

5) Monthly Reporting of Federal Formula Program Funding through April 4. Idaho received obligation authority of \$391.2 million through September 30, 2022 via an Appropriations Act signed on March 15, 2022. It includes \$2.0 million of Highway Infrastructure General Funds carried over from last year in the local urban and off-system bridge programs, \$45 million of Infrastructure Investment and Jobs Act (IIJA) Bridge Formula funds, and \$39 million COVID Relief funds carried over from last year in the Transportation Management Area, Local Urban and SHS Programs. The IIJA was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho will receive apportionments of \$426.5 million. Currently, obligation authority is 92.5% of apportionments. As of April 4, 2022, \$449.97 million was allocated with \$368.1 million remaining program funding.

Board Subcommittee on Adjustments Update. Member Kempton reported on the March 30 subcommittee meeting. Two resolutions were passed. The first regarding reconstruction of US-20 and I-15, authorizing staff to develop the alternatives identified as a result of a PEL study, and start negotiations to relinquish existing routes, with Bonneville County and the City of Idaho Falls. The second resolution allows District 3 staff to engage in discussions on a southern alternate route concept for SH-69. He added the concept analysis is appropriate and falls in line with the subcommittee's purview. Staff will keep the subcommittee advised.

Monthly Report on Activities. In continuation of a three-part series, Director Ness reported his remarks would focus on the future – potential opportunities and challenges, and what can be done to take advantage of them. Highlights include, change driver behavior and system modernization, innovative solutions to attract and retain employees, listen to employees and measure culture, use sound business principles, continue to reduce bureaucracy and regulations, and develop bold solutions to deliver projects on time and moving forward.

Chief Deputy Stokes reported the department entered the bond market on March 31. They bonded \$126 million securing a 3.55% rate. There were 55 investors – nine times the bonds

available in Idaho, showing the high level in confidence. He reported on bid opening delays on I-15, SH-16, I-90 and Chinden Blvd. CD Stokes also discussed the proposed annual funding distribution targets for the FY24 – FY29 ITIP. It will serve as a guide on how to invest funds as projects are advanced and added, and building in flexibility to accommodate shifts in economic factors, industry capacity, and revenue trends.

Chief Human Resources Officer Brenda Williams reported on workforce development efforts. The highway construction training program for concrete, welding and heavy equipment jobs, offers 22 subjects and six certifications. Today 16 students are graduating. The program increases the pipeline for workers. The next round of training sessions start this month in Boise and Northern Idaho in June. She also reported on the Engineers-in-Training program that hosted 36 employees at its conference last week. The program was recently revamped and provides a forum to network, problem solve and cultivate leadership skills.

Chief External Affairs Officer Mollie McCarty reported on outreach efforts on the TECM program, various one-on-one meetings with stakeholders, local officials, and Association of Loggers regarding bridges on US-95 and SH-97. She also stated the Freight Advisory Council met this month under its new format – aligning to the department’s statewide district representation. She received great feedback from council members.

Chief Operations Officer Dan McElhinney highlighted the Work Zone Safety Task Force progress and ITD National Work Zone Awareness Month. He shared an ITD media video clip and outlined the various activities – including an online ITD podcast recorded for public awareness and to address improvements for driver and highway workers safety in the maintenance/construction work zone. He also reported community outreach meetings held with our District Engineers for solutions on the SH-75/Ohio Gulch Road Intersection near Hailey, the SH-39/Pocatello Blvd Green T Intersection with American Falls, the Snake River third crossing with Twin Falls, and various contractors’ outreach sessions discussing our new 18-month ahead report on projects to bid on.

Chairman Moad thanked staff for their report.

Adopt-A-Highway Presentation. Program Specialist Sharon Short, District 5, presented the award to Grace Grizzlies High School from Caribou County. The football team and student body have been removing debris from SH-34 from milepost 46 to 48 for many years. Former Head Coach Brandon Sanchez accepted the award. Vice Chair Horsch thanked Coach Sanchez for serving their community.

District Engineer Report. District 5 Engineer Todd Hubbard gave his annual report focusing on achievements, projects, partnerships, and people. He reported on two projects the district advanced to FY23, the Fort Hall Interchange and I-86/I-15 System Interchange. The I-86/I-15 System Interchange is a 3-year project designed in house with expected minimal road closures. He showed a directional video for the improved interchange to help educate the traveling public. DE-5 Hubbard highlighted partnerships with the office of civil rights’ training program where they provided concrete for students to lay sidewalks, and building snowplow

turnarounds on each side of Idaho and Utah borders. He also reported Ryen Johnson was named Surveyor of the Year.

Office of Communication 2021 Review. Chief External Affairs Officer McCarty introduced John Tomlinson who is the new Public Affairs Manager. Public Information Officer Aubrie Spence reported on various public outreach and community engagement, and the Guide to Public Involvement and Office of Communication's Manual updates. Other highlights include social media efforts, in-person and virtual public engagement, internal communications to keep staff informed, and plans for 2022-2023 – which includes finalizing ITD's Strategic Plan.

Chairman Moad thanked PIO Spence for her report.

Request to Increase Consultant Services Agreement on Transportation Expansion & Congestion Mitigation Projects. Transportation Program Manager Amy Schroeder reported on the request to exceed the \$1 million threshold for consultant services agreements per Board Policy 4001 for ten TECM-funded projects. She reviewed the Board's actions timeline beginning with the \$9 billion list of projects reviewed in February 2021 and provided an overview of each of the projects. The initial agreements allowed fieldwork, analysis and value engineering to proceed on an accelerated schedule last fall, which provided clarity on scope of work for these projects.

In response to concerns Members Hoff and Kempton expressed about costs, TPM Schroeder stated she did several cross-checks with this size of project in the GARVEE Program and the costs are comparable to past agreements and within proportion to developing \$2.5 billion worth of work.

In response to Member Horsch's question if all the TECM projects are using state funds, TPM Schroeder stated yes; however, to provide for funding flexibility most TECM projects are producing federal-level NEPA to leave future funding options open. Member Kempton also inquired about federal regulation and what impacts it might have to the program. COO McElhinney stated there is some concerns in not knowing specifics as instructions have yet to be released. However, he has met with FHWA Administrator Pete Hartman who will work with ITD, and continues to meet quarterly with the eight prime firms regarding scope, costs and monitoring projects.

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

RES. NO. WHEREAS, the Idaho Transportation Board approved multiple TECM corridors
ITB22-30 and projects to be added to the Idaho Transportation Investment Program (ITIP)
 in May 2021 and another in January 2022 in order to advance their development
 and readiness; and

WHEREAS, the Board previously approved exceeding the threshold in Board Policy 4001 for initial phases of work on some of these projects in July 2021 and the next phase of work has been negotiated and is needed to continue to move the following projects through the development phase; and

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WHEREAS, three corridors have had high priority projects split out and are ready to be negotiated and advanced; and

WHEREAS, Board Policy 4001 requires Board approval to exceed \$1 million on professional services agreements.

NOW THEREFORE BE IT RESOLVED, that the Board approves the following list of projects to exceed the amount previously approved for supplemental agreements and new requests to exceed \$1 million on other projects, up to the amount shown in the “Total Authorized By The Board” column.

Key Number	Project	Type	Additional Being Requested	Total Authorized By The Board
20442	90/41 Engineer of Record	new agreement	800,000	9,500,000
22293	I-90 Environmental (WSL to Sherman)	supplemental	1,000,000	7,200,000
23607	I-90 Design (Spokane St to US-95)	new agreement	17,000,000	17,000,000
20788	SH-16 Phase 2 Design	supplemental	500,000	17,000,000
20788	SH-16 Phase 3 Design	supplemental	4,000,000	19,000,000
23336	Karcher IC	supplemental	500,000	3,500,000
23346	I-15 Environmental (Northgate to Blackfoot)	supplemental	5,500,000	10,500,000
23579	I-15 Design (Northgate to Fort Hall)	new agreement	14,000,000	14,000,000
23608	I-15 Environmental (5th to Northgate)	new agreement	2,000,000	2,000,000
23474	South St. Anthony IC	new agreement	2,500,000	2,500,000

Inflation and Rising Construction Cost Trends Update. Chief Operations Officer Dan McElhinney reported on inflation and trends that the department is tracking and managing. From April 2020 to February 2022 diesel fuel is up by 237% and steel 122% since last September. From October 2021 to March 2022, there were 46 projects bid totaling \$381.5 million of which 2% were under the engineer’s estimate and 1% over the planned budget. Over the next 90 days, staff will be monitoring 18 project estimates and unit prices of projects planned for bid openings totaling \$370 million. As of April 2022, asphalt is indexed at \$667.50 per ton, fuel \$4.33 per gallon, asphalt pavement \$120.96 per ton, metal \$1.97 per pound, and concrete \$1,019.41 cubic yard. COO McElhinney reported on the efforts being done by staff and teaming with industry. Some highlights include contractor and pre-bid outreach and partnering, national and statewide analysis, regular budget updates and all contractors monthly outreach with an 18-month look ahead.

In response to Chairman Moad’s question if there is a standard fuel charge, COO McElhinney stated the department adjusts after 10% - if it is indexed ITD will cover the cost, and 20% for asphalt. Chairman Moad suggested contractors should consider implementing fuel saving strategies.

Chairman Moad thanked COO McElhinney for the update.

State Highway System ITIP Project Advancement, Additions and Funding Distribution.
Chief Engineer Blake Rindlisbacher reported on the increased State and Federal funding as a result of Governor Little's Leading Idaho initiative and the passage of the Federal Infrastructure Investment and Jobs Act (IIJA). There are two major funding streams \$120 million (ITD's 60%) from the Governor's Initiative and \$60.95 million from IIJA after set-asides available for projects on the State Highway System. ITD is waiting on guidance from the FHWA for formula funded projects. The additional funding allows ITD to advance about \$250 million worth of projects.

ITIP Program Manager Randy Gill stated the goal is to deliver projects early, and reviewed the proposed projects that are currently ready or will soon be ready that can be advanced or added in the program in FY22 and FY23 totaling \$250 million. He also reviewed the funding opportunities made available in the ITIP if the project advancements were approved totaling \$273 million.

CE Rindlisbacher summarized the additional FY24 – FY29 ITIP annual funding increase of \$195.45 million for the State Highway System from the Governor's Leading Idaho Initiative and IIJA. He also highlighted the proposed annual distribution funding targets that includes \$100 million for TECM corridors, \$10 million for operations, and a \$13 million reserve for future buying power to address inflation.

In response to Member Osborn's question about inflation and the decision to move forward with a project, CE Rindlisbacher stated it is a joint decision amongst the district and staff as to whether or not they want to proceed with bidding the project. Each project is reviewed on a case-by-case basis and evaluated based on timing and need.

In response to Member Horsch's question about competitive employee compensation, CD Stokes stated it is difficult because the state cannot compensate the same as the private sector. In addition to recent compensation adjustments, the department is trying to find other innovative ways to compensate employees. Chairman Moad added he met with ITD's executive team to encourage recruitment and creative compensation ideas.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB22-31 accomplish a current, realistic, and fiscally constrained Idaho Transportation
Investment Program (ITIP); and

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

WHEREAS, the Board has authority to select projects for additional Leading Idaho funds and Federal Infrastructure Investment and Jobs Act (IIJA) funds; and

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WHEREAS, staff has delivered a list of projects, Attachment No. 1, shown as in Exhibit 546, which is made a part hereof with like effect, from the approved FY22-28 ITIP that are ready and available to utilize available funding in FY22 and FY23; and

WHEREAS, staff has developed and is recommending funding distribution targets, Attachment No. 3, shown as in Exhibit 547, which is made a part hereof with like effect, for the added Infrastructure Investment and Jobs Act (IIJA) and Leading Idaho Funds for FY24-29 that will support ITD's pavement, bridge, and safety performance metrics.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the list of projects presented for the Infrastructure Investment and Jobs Act (IIJA) and Leading Idaho Funds available for FY22 and FY23 for advancements, additions, supplemental cost updates, change orders and a reserve to account for inflation risks for bid openings on Attachment No. 1,

BE IT FURTHER RESOLVED, the Board approves proposed annual funding distribution targets for the added Infrastructure Investment and Jobs Act (IIJA) and Leading Idaho Funds for FY24-29 shown on Attachment No. 3 to be used to guide the FY23-29 ITIP update process, which will be presented to the Board for approval in September 2022.

Board Unallocated Funds, US-20 MP 353 to South Ashton, District 6. Traffic & Materials Manager Wade Allen reported on the request to use FY22 Board Unallocated Funds to construct a mill and inlay project in the driving lanes of US-20 from MP 353.05 to MP 360.10 in District 6. The intent was to include it in the Chester to Ashton reconstruction project planned for completion by FY26. However, this section of US-20 deteriorated faster than expected developing severe pavement breakup and potholes. Because US-20 experiences a large volume of traffic, the project is being added to the FY22-28 ITIP. The estimated cost of the project is \$2,035,000.

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 Transportation
ITB22-32 Department mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to fund US-20 MP 353 to South Asthon Project; and

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

NOW THEREFORE BE IT RESOLVED, that US-20 MP 353 to South Ashton project be added to the ITIP at a cost of approximately \$2,035,000.00 using FY 2022 ITD Board Unallocated Funds; and

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BE IT FURTHER RESOLVED, that the Idaho Transportation Board approves staff to adjust the Program and amend the approved FY 2022-2028 Statewide Transportation Investment Program accordingly.

Zero Fatalities Award. Grants/Contracts Officers Lisa Losness reported Franklin and Power Counties were the only two counties in Idaho to have zero traffic related fatalities in 2021. Representatives from Franklin County, Franklin County Sheriff's Office, Power County, Power County Sheriff's Office, Idaho State Police - District 5, and the ITD sheds in Preston and American Falls were recognized for their dedication to saving lives.

Chairman Moad thanked the award recipients for their commitment and dedication.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:00 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Vice Chair Horsch seconded the motion and it passed unanimously by roll call vote.

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

The Board came out of executive session at 1:15 PM.

State Street Headquarter building update. Chief Deputy Scott Stokes reported on the two resolutions regarding the relocation to the Idaho Chinden Campus and the disposition of the State Street Headquarter property.

CD Stokes stated the relocation is based on the assumptions that the \$37 million line item appropriated by the Legislature will be used for renovating Building 3 on the Chinden Campus, and the Department of Administration's allowance for significant input from ITD on the design and renovation. Staff will propose options to the Board for the relocation of the central lab and other existing ITD industrial functions that cannot be accommodated in the Building 3 renovation.

CD Stokes outlined the second resolution regarding the disposition of over 44 acres of the State Street property. He stated handling of the proceeds has yet to be defined. The intent language from Idaho Code gives an agency the first option to use the funds to replace or refurbish its facilities. CD Stokes emphasized the funds need to be appropriated by the Legislature regardless of what fund the proceeds are deposited into. The funds would allow ITD to modernize facilities and address needs in Districts 3 and 4.

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

ITD Relocation to Idaho Chinden Campus
RES. NO. WHEREAS, the Governor of Idaho issued EXECUTIVE ORDER NO. 2019-03
ITB22-33 to identify opportunities to create efficiencies in state regional offices; and

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WHEREAS, the ITD campus on State Street in Boise is the central location for all ITD business support for DMV and Highways and houses approximately 600 people; and

WHEREAS, the January 3, 2022, flood event has rendered the largest building on campus uninhabitable and would require extensive renovation to reoccupy; and

WHEREAS, the state Department of Administration has a facility available as of July 1, 2022, to begin renovating that could suit ITD needs with significant renovation on the Chinden Campus in Building 3; and

WHEREAS, the Idaho Legislature has appropriated a \$37,000,000 line item to be used for renovating facilities on Chinden Campus for ITD's use; and

WHEREAS, the Department of Administration has agreed to allowing ITD substantial and significant influence over the design and renovation of a facility to suit their preferences

WHEREAS, by relocating to the Idaho Chinden Campus, ITD can reduce the state footprint and create efficiencies throughout state government through shared resources.

NOW, THEREFORE BE IT RESOLVED, that based upon the above assumptions the Idaho Transportation Board commits to relocating office staff into Building 3 on the State of Idaho Chinden Campus.

FURTHER BE IT RESOLVED, that staff is directed to develop and propose options to the Board for the relocation of the central lab and other existing ITD industrial functions that cannot be accommodated in a Building 3 renovation.

The Chairman called for a motion on the second resolution, Member Kempton made a motion, seconded by Member Thompson, and passed unopposed, to approve the following resolution:

ITD Disposition of State Street Campus

RES. NO. WHEREAS, the ITD campus on State Street in Boise consists of over 44 acres of
ITB22-34 property close to downtown; and

WHEREAS, the January 3, 2022 flood event has rendered the largest building on campus uninhabitable and would require extensive renovation to reoccupy; and

WHEREAS, there is currently market conditions that make timing of a sale as soon as possible more advantageous to the ITD; and

WHEREAS, ITD has agreed to begin the process of relocating into a renovated Building 3 at the State of Idaho Chinden Campus; and

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WHEREAS, the intent language from Idaho Code Section 67-5709A was enacted in 2000 with the express legislative intent to “either replace the facility sold, refurbish other facilities occupied by the agency or used for other state-owned building purposes in the most cost-effective manner possible.” The Statement of Purpose further stated that “[a]n agency that has an administrative facility that is sold has the first option to use the funds to replace or refurbish its facility(s)”; and

WHEREAS, proceeds from the sale of the ITD State Street Campus would be essential to the Board for other major facility needs within ITD, including but not limited to, a new District 4 Headquarters facility subject to legislative appropriation; and

NOW, THEREFORE BE IT RESOLVED that staff should define and initiate the process of disposing of the ITD State Street Property and work with the Department of Administration to sell the State Street Property with the contingency of a lease arrangement until complete relocation can be achieved.

Chairman Moad thanked CD Stokes for the update.

WHEREUPON, the Idaho Transportation Board’s regular monthly meeting adjourned at 1:35 PM.

Read and Approved
May 19, 2022
Rigby, Idaho

Signed
WILLIAM H. MOAD, Chairman
Idaho Transportation Board

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