

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

July 20 - 21, 2022

The Idaho Transportation Board met at 10:30 AM on Wednesday, July 20, 2022, at the Hells Canyon Grand Hotel in Lewiston, Idaho. The following principals were present:

Bill Moad, Chairman

Gary Osborn - District 2

Julie DeLorenzo, Member – District 3

Jim Kempton, Member – District 4

Dwight Horsch, Vice Chairman - District 5

Scott Stokes, Director Stokes

Dan McElhinney, Chief Deputy/Chief Operations Officer

Lorraine Dennis, Executive Assistant to the Board

District 2 Tour and Outreach Workshop. The Board met with officials from the Port of Lewiston who shared information on the types of commodities imported and exported from the port and interest to mitigate restriction on US-12 for oversized cargo. They also heard a presentation on the production and transport of windmill blades. Following the tour, the Board convened at the Hells Canyon Grand Hotel for the Idaho Transportation Investment Program (ITIP) Outreach Workshop. District 2 Engineer Doral Hoff had attendees introduce themselves. Chairman Moad and Member Osborn gave opening remarks and introductions, along with Director Stokes. CD/COO McElhinney presented an update on new funding from the Governor's Leading Idaho Initiative and the Federal Investment and Infrastructure Jobs Act (IIJA) for local and state infrastructure, and DE-2 Hoff talked about partnering successes and major priority projects. Participants had time to review several ITIP and 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 3:11 PM.

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The Idaho Transportation Board convened at 8:30 AM on Thursday, July 21, 2022 at the District 2 Lewiston Office. All members were present, Lead Deputy Attorney General Tim Thomas joined, and District 1 Member James R. Thompson and District 6 Member Bob Hoff participated remotely.

Safety Share. Staff Engineer Jesse Weaver presented safety information regarding the importance of being prepared for and how to handle emergencies. He emphasized knowing what to do is just as important as knowing how to do it.

Chairman Moad thanked SE Weaver for the important message.

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Board Minutes. Member Kempton made a motion to approve the minutes of the regular Board meeting held on June 15 - 16, 2022, as submitted. Vice Chair Horsch seconded the motion and it passed by roll call vote. Due to technical difficulties Members Thompson's and Hoff's vote could not be heard.

Board Meeting Dates. The following meeting dates are scheduled:

August 17-18, Coeur d'Alene    September 21-22, Boise  
October 19-20, Boise                November 16-17, Boise        December 14-15, Boise

Consent Items. In response to Chairman Moad's inquiry about the increased contract award for the District 5, I-15 Fort Hall Interchange, Vice Chair Horsch acknowledged the amount was high with having only two bids. He stated escalation was due to supply chain shortages, materials and competition. Because it took a long time to negotiate with Fort Hall and the risk of bids coming in even higher, he recommended moving forward with the project.

Chief Engineer Rindlisbacher added there is a permit with the Corp of Engineers, so if delayed, that can potentially impact the timeliness of the project. He stated the mobilization costs for each of the bidders was about the same.

Member DeLorenzo made a motion and seconded by Vice Chair Horsch to approve the consent calendar resolution and it passed by roll call vote. Due to technical difficulties Member Hoff's vote could not be heard.

The motion to approve the following resolution passed unopposed:

RES. NO.        WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB22-48        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 contract awards, 2022 Children Pedestrian Safety Application Scores, and Leading Idaho Local Bridge Program Application Scores.

1) Contracts for Award. The low bids on the following project is more than ten percent over the engineer's estimate, requiring justification. On key # 20083, I-15 Fort Hall IC, Bannock County, District 5, there are several difference between the low bid and engineer's estimate includes granular subbase, deck bulb tee girders, excavation, and illumination. On key #22413, W. 5200 S., safety improvements, LHTAC(6), difference between the low bid and engineer's estimate mainly in mobilization, topsoil, and Approach Type A.

The engineer's estimate was developed using the average bid costs of previous projects in the area and assumed price increases. The District and LHTAC does not believe re-advertising the project would result in lower bids, and recommends awarding the contract. Low bidder, for key # 20083: Sundt-Cannon - \$29,871,191.00, and key# 22413: D L Beck Inc. - \$773,261.70.

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2) 2022 Children Pedestrian Safety Application Scores. The Idaho Transportation Board provides oversight to the Children Pedestrian Safety (CPS) funds allocated by the Idaho Legislature through Senate Bill 1359 - \$10 million for Fiscal Year 2022. The Local Highway Technical Assistance Council (LHTAC) administers CPS and distributes funding to local highway jurisdictions through a competitive application process. Jurisdictions are limited to one application for a maximum of \$250,000 in award. Applications are scored by a panel of experts and interested parties. On July 14, 2022, the LHTAC Council approved the scores. LHTAC received a total of 79 applications totaling over \$17.5 million in requests.

3) Leading Idaho Local Bridge Program Application Scores. The Board provides oversight to the Leading Idaho Local Bridge (LILB) Program funds allocated by the Idaho Legislature through Senate Bill 1359, which allocates \$200 million in FY 2022. LHTAC administers the LILB Program. Eligible bridges were local bridges that are in poor condition and/or rated with a load reduction. The application period was open from April 11 - June 8, 2022. LHTAC received 221 applications and intends to award projects in five rounds of funding, based on score and the ability to bundle projects in design and construction. The LHTAC Council approved the scores on July 14, 2022.

#### Informational Items.

##### 1) Contract Awards and Advertisements.

Key #20575, SH-53, Hauser Lake Road to N Bruss Road, District 1. Low bidder: Northwest Grading - \$8,641,381.51

Key #19434, 45<sup>th</sup> Street West, 49<sup>th</sup> South to US-30, LHTAC(6). Low bidder: H-K Contractors – \$3,379,769.00.

Key #20645, I-90, Cedars to Dudley Road, District 1. Low bidder: Interstate Concrete & Asphalt Co. – \$15,426,091.93.

Key #22165, US-20/26, Chinden Blvd; 1-84 to Middleton Road, District 3. Low bidder: Staker & Parson Companies, DBA Idaho Materials Construction – \$40,230,764.00.

Key #22239SIA, I-84, interstate fencing, District 3. Low bidder: Northwest Landscape – 60,000 FT.

The list of projects currently being advertised was provided.

2) Professional Services Agreements and Term Agreement Work Tasks Report. From May 21, 2022 to June 26, 2022, 38 new professional services agreements and work tasks were processed, totaling \$5,798,960. Six supplemental agreements to existing professional services agreements were processed during this period for \$863,491.

3) Administrative Settlements in Right of Way Acquisitions. During the semi-annual period of January 1, 2022 through June 30, 2022, the Right of Way Section processed 75 parcels. Of the 75 parcels, 44 parcels had an Administrative Settlement with a total cost of \$5,341,038.

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4) FY22 Performance Report for the Division of Financial Management. The FY22 Performance Report to the Division of Financial Management is due by September 1. The report includes the following required elements: Agency Overview, Core Functions of the Department, Revenues and Expenditures, Cases Managed and Key Services Provided, and Performance Measures. Staff provided an informational report for the Board's review.

5) Non-construction Professional Services Report. In accordance with Board Policy 4001, there are no agreements to report for the previous month.

6) Annual Report of Activities to the Board of Examiners. For fiscal year 2022, ITD submitted one request to the Board of Examiners. ITD requested approval to permanently assign a vehicle to a DMV employee who travels extensively throughout the State providing assistance and training to staff at county offices providing DMV services to citizens. The request was approved by the Board of Examiners on September 21, 2021.

7) State FY22 Financial Statements. Revenues to the State Highway Account from all state sources were ahead projections by 1.2% as of May 31. Receipts from the Highway Distribution Account were \$700,000 behind forecast. State revenues to the State Aeronautics Fund were ahead of projections by 44%, or \$1.1 million. The Department's expenditures were within planned budgets. Personnel costs are near planned expenditures with a savings of \$750,000 or 0.6%. Contract construction cash expenditures were \$339 million for July through May.

The balance of the long-term investments was \$173.8 million at the end of May. These funds are obligated against construction projects and encumbrances. The cash balance was \$150.3 million. Expenditures in the Strategic Initiatives Program Fund through the end of May were \$4.8 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were completed in April to reach the statutory limit of \$80 million. Funds are from the 4.5% of Sales Tax authorized during the last Legislative session. Expenditures in this fund were \$24.1 million year-to-date. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled \$4.1 million year-to-date.

8) Monthly Reporting of Federal Formula Program Funding through June 30. Idaho received obligation authority of \$432.6 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 \$467.8 million. Currently, obligation authority is 92.5% of apportionments. As of June 30, 2022, \$465,120 million was allocated with \$117,171 million remaining program funding.

Director's Report. Director Stokes stated his presentation will focus on investment as it pertains to the State Transportation Improvement Plan (STIP) and infrastructure investment, current work to update the operational budget, investments in facilities, and workforce needs.

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The focus is investing with purpose. Some highlights include factors to success is having a good plan and road map to follow investment priorities, and accommodations for needed adjustments. Increases in 2022, equate to about \$190 million per year for additional available funding for allocation not including bond proceeds. With the Board approved statewide priority 13 corridors last year, ITD anticipates with the bonding program, along with state and federal increases, that they are in a good position to begin modernizing key highways in Idaho. Invest with purpose emphasizes that modernization focus with additional investments in bridges and pavement for safety and capacity in keeping the system safe and in good condition. Additional focus areas include readiness to advance projects, contingency planning in case revenues reduce, hedging against inflation, monitoring contractor capacity, adjusting operational budgets, and investing in facilities and employees.

Chief Deputy/Chief Operations Officer McElhinney reported on ITD's program delivery. Highlights include a breakdown on how ITD will invest new funds in the draft FY24 – FY29 STIP and the inclusion of \$13 million annually for contingency planning to hedge against inflation. Applying delivery dashboard indicators including materials unit price bid tracking data and bids versus estimate, and number of bidders to take an 18-month look ahead focus as they communicate monthly with contractors and AGC. Industry is saying they have the capacity to do the work. Actively tracking material and fuel costs and adjusting weekly to enhance readiness for construction funds. Underscoring the efforts taken through building partnerships with stakeholders meeting regularly to assess risk, receive feedback, garner ideas, and find solutions.

CD/COO McElhinney stated over the last few years, with about 60-70 new contracts averaging 3 to 4 bidders they have received per project have been within 8 – 10% of the engineer's estimate totaling about \$350 million worth of projects. Looking ahead considering industry capacity, ITD plans 70-80 contracts per year and about \$700 million around the state, which contractors report they are ready.

Chief Administrative Officer Tolman reported on ITD's operations. The budget for all operations match Legislative appropriations for FY23. Some highlights include staff is preparing a FY23 supplemental up to \$10 million to address inflation, such as fuel, materials and equipment. The FY23 budget includes early implemented Change in Employee Compensation that averaged a 9% increase, training opportunities, and \$22.3 million for facilities. Due to revenue uncertainty, a \$25 million reserve is included for FY23 as hedge against lower than forecast revenue. ITD, along with partners, are staying flexible on issuance of TECM bonds.

Director Stokes provided a recap of ITD's total appropriation going from \$853.2 million in FY22 to \$1.01 billion for the FY24 budget request.

In response to Chairman Moad's question with everyone struggling with hiring does ITD have enough engineers, Director Stokes stated they have concerns regarding turnover, however, they do have the staff to get the projects done. He plans on presenting more information about the Engineers-In-Training program and proactive efforts taken at a later meeting.

Chairman Moad thanked Director Stokes and staff for the report.

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Adopt-A-Highway Presentation. Member Osborn presented the award to a family member Heather Thomas who adopted US-12, Milepost 15 to 17 in memory of Lance Corporal John Allman who was killed in action in 1983. Since 2011, the family picked up 2,870 pounds of trash. Member Osborn applauded their efforts and thanked them for the 10-years of service to the community.

Chairman Moad thanked the Thomas family for serving their community.

District Engineer Report. District 2 Engineer Doral Hoff gave his annual report focusing on safety, innovation, customer engagement, people and projects. Some highlights include report of below average winter resulting in less material use, achieving 75% mobility goal, and crashes up for FY19-21. As a result of a rock slide on White Bird Hill last spring, a “spider” excavator is being used instead of rock scalers, which has more breaking force. Evergreen Highway District helped clean-up 6’ to 8’ snow drifts on SH-64 this winter. Staff held an employee appreciation lunch event this spring, which was well attended. All projects in FY22 were delivered including four FY23 projects. Some major projects on the horizon are Spalding and Arrow bridges replacements, US-95, Moscow to Potlatch and SH-8, Moscow to Troy. Upcoming focal points are delivering the FY24 projects, receiving new snow plows, summer maintenance, and customer engagement. DE-2 Hoff also provided an update on partnering efforts to mitigate a flood on US-95 by Potlatch, US-95 Aht-Wy Interchange, and US-95 Thorn Creek to Moscow projects.

Chairman Moad and Member Osborn thanked DE-2 Hoff for his annual report.

Public Transportation Advisory Council District 2 Appointment. Grants Officer Shauna Miller presented the District 2 PTAC vacancy. The Public Transportation (PT) Office solicited applications for the position in early 2022. One applicant was submitted for reappointment. On June 9, 2022, PTAC by unanimous consent determined that the applicant seeking reappointment continues to be qualified to serve on the PTAC. The District 2 member term began July 1, 2019 and expired June 30, 2022. The applicant will serve a term of July 1, 2022 through June 30, 2025.

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

RES. NO.        WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory  
ITB22-49        Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 2 with one submitted application for reappointment; and

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WHEREAS, the Public Transportation Office solicited public comment on the submitted application from April 26, 2022 to May 25, 2022; and

WHEREAS, the submitted application and associated public comments were reviewed by the PTAC at their June 09, 2022 meeting where the council determined the applicant continues to meet criteria to fill the District 2 position.

NOW THEREFORE BE IT RESOLVED that the Transportation Board approves the reappointment of Alisa Anderson for the District 2 PTAC position for the completion of the term of July 1, 2022 through June 30, 2025.

Chairman Moad thanked GO Miller for her presentation.

Public Transportation Advisory Council District 6 Appointment. Grants Officer Shauna Miller presented the District 6 PTAC vacancies. The Public Transportation (PT) Office solicited applications for the position in early 2022. Two applications were submitted for appointment. On June 9, 2022, PTAC by unanimous consent determined the applicants seeking appointment are qualified to serve on the PTAC. The District 6 member term began July 16, 2020 and expired June 30, 2022. The applicant will serve a term of July 1, 2022 through June 30, 2025.

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

RES. NO. ITB22-50 WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 6 with two submitted applications; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from April 26, 2022 to May 25, 2022; and

WHEREAS, the submitted applications and associated public comments were reviewed by the PTAC at their June 09, 2022 meeting where the council determined the applicants are qualified to fill the vacant District 6 position.

NOW THEREFORE BE IT RESOLVED that the Transportation Board has determined to appoint Michelle Ziel-Dingman for the District 6 PTAC position for the completion of the term of July 1, 2022 through June 30, 2025.

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Chairman Moad thanked GO Miller for her presentation.

Administrative Policy A-06-17 Reporting Losses to Headquarters. Program Manager Steve Spoor proposed deleting Administrative Policy A-06-17, Reporting Losses to Headquarters. In consultation with ITD Operations, Facilities, Environmental and Safety office, staff recommends this policy be deleted. The processes and procedures outlined in A-06-17 are redundant and contained in either the Operations Manual, Employee Safety Manual and Emergency Operation Guide.

The Board's Subcommittee on Policies concurred and supported the deletion at their May meeting.

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

RES. NO.        WHEREAS, the Idaho Transportation Board is charged with setting policies for  
ITB22-51        the Idaho Transportation Department; and

WHEREAS, Administrative Policy A-06-17, Reporting Losses to Headquarters required a 5-year review; and

WHEREAS, the requirements set forth in Policy A-06-17, Reporting Losses to Headquarters are contained in either the Operations Manual, the Employee Safety Manual or the Emergency Operations Guide.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the recommendation to delete Administrative Policy A-06-17.

Chairman Moad thanked PM Spoor for his presentation.

Proposed State Highway Mitigation Agreement, Avimor. In follow-up to last month's board meeting, District 3 Engineer Caleb Lakey provided an update on the SH-55 Avimor agreement. He clarified it is a mitigation agreement not a proportionate share agreement. He reminded the Board, Avimor is voluntarily participating, currently there are no constraints on ITD's use of the fees collected, and Avimor would pay the higher of either impact or mitigation fees.

Chief Administrative Officer Dave Tolman reported a financial analysis of the proportionate share fees to address questions Board members had regarding why there is not adjustments for future inflation, if the fixed amount of \$5,000 over the term of the agreement (32 years) sufficient, and potential of adding an escalator clause to the agreement. In March 2021, ITD performed a Staff Technical Report outlining costs for two future improvements – widening on SH-55 and Intersection of SH-55/SH-44. The total combined present value in 2021 proportionate share is \$19,910,281. Using that figure and adjusting it for inflation at 10.4% for 2022, totals \$21,980,950. Taking into account the number of years and estimated number of units built per year, the estimated future value is \$48.5 million. CAO Tolman provided analysis by

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applying the Consumer Price Index (at different discount rates) to determine estimated present value calculations. The difference between the Staff Technical Report versus the factored present value determined each of the eight comparative analyses, with the exception of one, showed a favorable outcome for ITD.

CAO Tolman reported staff will continue to work with Avimor and return next month to seek the Board's approval of the revised mitigation agreement.

In response to Member Hoff's question regarding a conflict for paying impact fees, DE-3 Lakey stated there is none. The developer is doing projects independent of the proposed agreement.

Member Kempton commented he spoke with CAO Tolman about reviewing risk mitigation at 5 or 10-year interval points.

Chairman Moad thanked DE-3 Caleb and CAO Tolman for the update.

National Electric Vehicle Infrastructure Formula Program. Senior Transportation Planner Cecilia Arritola reported the NEVI program was established by the Bipartisan Infrastructure Law (BIL) to make state funding available for states to deploy EV charging infrastructure and to establish a network. Some highlights include the BIL was signed on November 15, 2021 with FHWA releasing guidance in February 2022 for the State's Plans, which are due August 1, 2022. Idaho's formula funding distribution for FY22 - FY26 totals \$29.9 million. Idaho is also eligible to apply for three additional discretionary grant programs. Idaho's state plan will reflect engagement with rural, underserved and disadvantaged communities.

Transportation Legislative Policy Specialist Matt Moore reported on outreach efforts, some of which included planning, creating content and materials, survey deployment, and individual stakeholder meetings. Over 1,000 responses have been received from the online survey. There are several stakeholder groups ranging from utility companies and government agencies to Idaho businesses. Staff is meeting with agency partners every two weeks. Staff is also planning to undertake a siting, access and feasibility study, which will be completed following the initial approval of Idaho's plan. Some EV charging infrastructure considerations include them being located 50 miles or less from each other and less than 1 mile from the interstate, sufficient electric power for 24/7/365 use, and providing public restrooms, lighting, shelter, food and ADA access. Some project eligibility parameters are purchase of installation of EV charging infrastructure, data sharing, and mapping and analysis activities.

In responses to Member DeLorenzo's question regarding the 50-mile distance between charging stations and rest areas, TLPS Moore stated charging stations are not allowed at rest areas. The purpose now is to consider potential locations, identify interest and access to power, and then consider distance. There are some exceptions for rural areas.

In response to Member Kempton's question regarding the process for funding distribution, TLPS Moore responded the respective state's department of transportation would

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decide the charging process; however it is complicated. The study being conducted will help work through those issues and other policy considerations for registrations fees.

Member Kempton asked that the board be kept informed as details are learned regarding implementation, policy and funding distribution to garner a better understanding and to keep the legislature informed.

CD/COO McElhinney stated ITD is working with USDOT and all 50 states are to submit plans by August, which is the first milestone. They anticipate \$5 million per year for about 10 – 15 charging stations, but the power grids needs to be improved. Staff will keep the board updated.

Chairman Moad thanked STP Arritola and TLPS Moore for the presentation.

2021 Idaho Traffic Review. Roadway Data Manager Margaret Pridmore reported on the traffic monitoring data for Idaho's roadways in 2021. The Annual Vehicle Miles Traveled (AVMT) is 19.3 billion up 11% from 2020. She presented facts and trends some highlights include the State Highway System carries 55% of all AVMT – 45% are on local roads. There are 47,000 Rural centerline miles (87% of all public roads in Idaho) that carries 58% of all AVMT. Automatic traffic recorders operating from January 2017 to December 2022 show traffic is leveling out in comparison to the increase seen in 2021 due to pandemic activity patterns. Urban interstate and rural non-interstate travel has decreased by 2.7% and 6.4% respectively. Focus will continue to be placed on building community partnerships, watching trends for long-term impacts, improving data quality and providing it to partners in timely manner.

Chairman Moad thanked RDM Pridmore for the report.

Aggressive driving enforcement and driving campaign. Acting Highway Safety Manager Josephine Middleton shared aggressive driving facts such as nearly half of all crashes involve aggressive driving, 75% happen in urban areas, and 71% of fatal crashes are in rural areas. Driving too fast for conditions is the number one reason for aggressive driving fatalities, of which 88% are in rural areas. The 100 Deadliest Days of Summer campaign is focusing on younger drivers. Staff is using high impact media to raise awareness on dangers of speeding such as streaming TV and social media, Tik Tok. Acting HSM Middleton shared a video produced by the National Highway Traffic Safety Administration for their speeding campaign. She also reported partnering efforts with locals that has helped them to better understand and address safety concerns. They have funded seven speed monitoring trailers this year, which provides data every three hours. Law enforcement agencies statewide are conducting High Visibility Enforcement (HVE) checks for the month of July.

Lewiston ISP Trooper Tauna Davis reported they conduct quarterly HVEs in her region. They are monitoring four areas amongst US-95 and US-12. Patrols have seen a rise in speeding. In order to curb behavior, campaigns are focusing on distracted driving with cell phones, speeding, aggressive driving and seat belt usage. In partnership with ITD, Trooper Davis shared a video of an HVE campaign for Lewiston Hill regarding aggressive driving.

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Chairman Moad and Member Kempton thanked ISP Trooper Davis for the report and service to the community.

Update on ITD's new Headquarter Chinden Campus Building 3. Chief Administrative Officer Tolman introduced Division of Public Works (DPW) Sr. Project Manager Kelly Berard who provided a project update on Chinden Campus, Building 3. The Request for Quote (RFQ) was advertised on June 23, 2022 with submissions due July 28. Evaluations and interviews will be conducted July 29 – August 26, which ITD is part of the evaluation team. Once selection is made, it will go before the Permanent Building Fund Advisory Council (PBFAC) at its September meeting. They anticipate contract award in September to begin the design process in October/November 2022 with construction starting in July 2023 and completion by April 2025. Additional improvements are being made to Building 3 simultaneously, which include a new HVAC system, asbestos abatement, roof replacement, and building separate access corridors for Hewlett Packard's Buildings 1 and 5 that transverses through Building 3.

In response to Member Osborn's question regarding ITD's involvement in the design process, DPW's PM Berard stated ITD executive staff is engaged in the process and will have input to who is on the design team. CD/COO McElhinney added ITD will be involved in the interview process and have monthly check-ins with the Department of Administration.

Chairman Moad thanked DPW's PM Berard for the update.

Executive Session on Legal and Personnel Issues. Member DeLorenzo 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). Vice Chair Horsch seconded the motion and it passed unanimously by roll call vote.

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

The Board came out of executive session at 12:58 PM.

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

Read and Approved  
August 18, 2022  
Coeur d'Alene, Idaho

Signed  
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WILLIAM H. MOAD, Chairman  
Idaho Transportation Board

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