

Annual GARVEE Report September 30, 2009



U.S. 95, Garwood to Sagle Corridor



U.S. 95, Worley to Setters Corridor



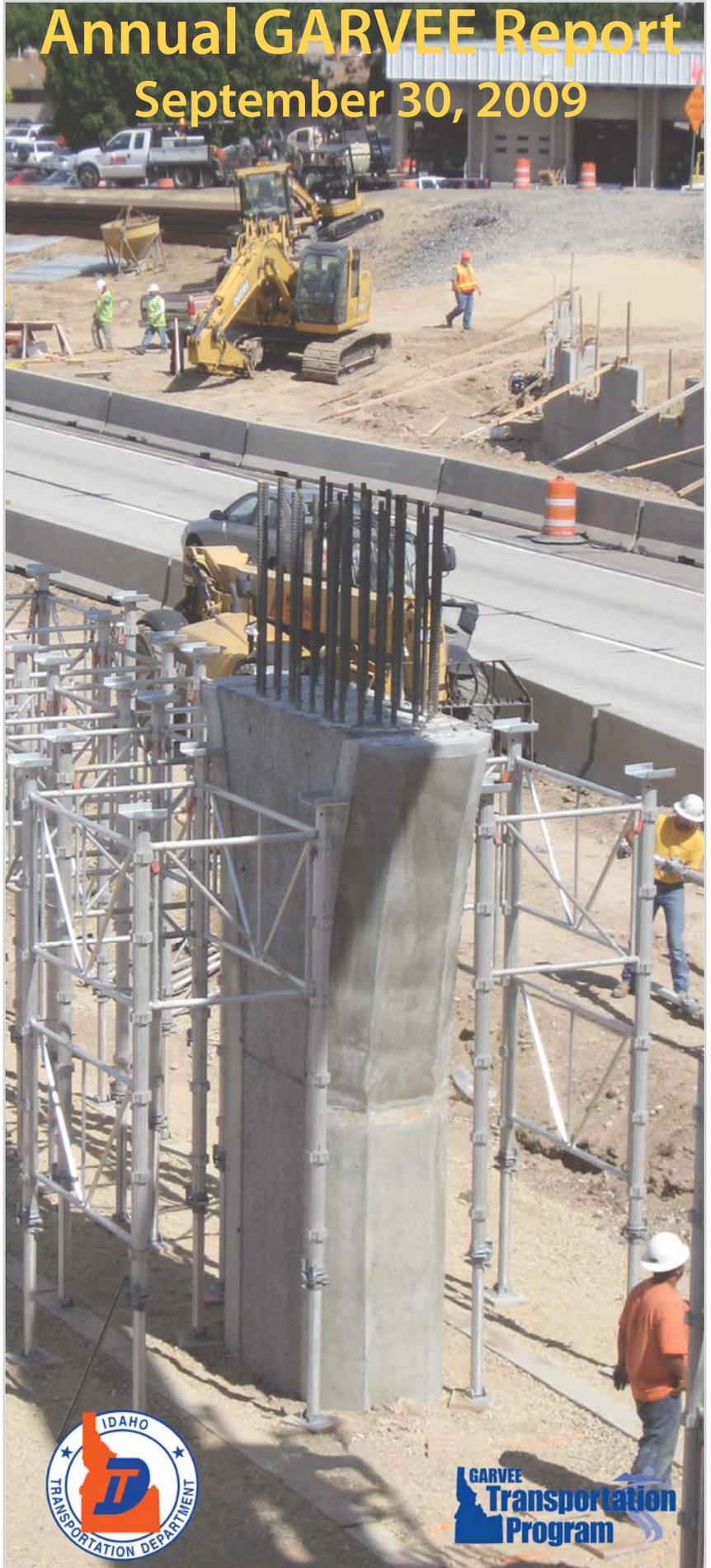
Idaho 16, I-84 to South Emmett Corridor



I-84, Caldwell to Meridian Corridor



U.S. 30, McCammon to Soda Springs Corridor



I-84, Orchard to Isaacs Canyon Corridor

Letter from the Director

The Idaho Legislature approved an innovative funding method in 2005 that enables delivery of major highway construction projects at an accelerated pace—building tomorrow’s infrastructure today. The use of Grant Anticipation Revenue Vehicle (GARVEE) bonds is making a positive impact on Idaho’s businesses and citizens. The GARVEE Transportation Program is transforming major routes and improving safety for all travelers.



We are pleased to report our progress through August 2009:

- The Legislature has authorized a total of \$681 million in GARVEE funding to date.
- ITD has bonded \$573 million of that authorization.
- Of the total bonded, \$534 million (93.6 percent) has been contracted and is under construction.
- Of the total \$534 million contracted, \$350 million has been expended.
- The program involves more than 90 consultant agreements with more than 60 individual consultants.
- 23 construction contracts and seven supply contracts have been issued.
- Construction projects are active in five of the six GARVEE corridors.

The Idaho Transportation Board acknowledges these are uncertain and challenging times for transportation funding in the midst of a nationwide recession. Our priority is to maintain the momentum on projects that are within our immediate capabilities and to focus on those that can be achieved in the near future. We are striving to reach a delicate financial balance between pressing needs and available funding.

We hope you are pleased with the steady progress of the GARVEE program. The expedited construction program is providing significant immediate results that make travel easier and safer for all Idahoans.

A handwritten signature in blue ink, appearing to read "L. Scott Stokes". The signature is fluid and stylized, with a long horizontal flourish extending to the right.

L. Scott Stokes
Acting Director
Idaho Transportation Department

Report Overview

The *Annual GARVEE Report – September 2009* updates the Idaho Legislature on the current status of the Idaho Transportation Department's (ITD) GARVEE Transportation Program. Since 2005 when the Idaho Legislature approved a program to use Grant Anticipation Revenue Vehicle (GARVEE) bonds to expedite funding of transportation improvements, 23 major construction projects have either been completed or are under construction, and seven supply contracts have been issued. Especially in the past two years, ITD has delivered projects as scheduled and have accelerated other projects that were originally expected to be built in future years.

The report begins with an update of the GARVEE bonds that are authorized to date. A review of the FY 2011 bond authorization request is also presented.

The report describes construction cost inflation trends, the economic stimulus associated with Idaho's GARVEE Transportation Program, and federal funding for highways.

Next, the report addresses the program's integrated management approach and accountability. ITD's GARVEE Office provides oversight of critical activities related to program management work performed by Connecting Idaho Partners (CIP) to ensure compliance with state and federal statutes and rules, and ITD policies.

The report examines steps ITD is taking to efficiently produce quality work, and to generate the greatest return on investment for Idaho's citizens. Further description focuses on specific methods the GARVEE Transportation Program is using to accelerate project construction.

The report concludes with the status of each project that is currently funded or that will be presented to the Legislature through future funding requests by the Idaho Transportation Board. Projects are organized according to delivery progress, beginning with projects that are complete or nearly complete through projects that require future funding.

More information about the GARVEE Transportation Program can be found online at connectingidaho.gov.

GARVEE Annual Report

1 Purpose

The Idaho Transportation Department (ITD) and the Idaho Transportation Board are pleased to provide an annual report to the Idaho Legislature about the progress of the Grant Anticipation Revenue Vehicle (GARVEE) Transportation Program through August 2009.

2 Bonding Update

The Idaho Transportation Board is following the intent of the Legislature to ensure that bonds authorized by this act are issued on an “as-needed” basis as determined by the Idaho Transportation Board. This basis delays debt service on additional bonding until funds are required to cover project-related costs.

To date, the Idaho Legislature authorized ITD to sell a total of \$681 million in GARVEE bonds. The first authorization of \$200 million was sold in May 2006, and included nearly \$15 million in interest earnings. The Idaho Legislature approved additional authorizations in 2007 (\$250 million), 2008 (\$134 million), and 2009 (\$82 million). Additional authorizations will need to be approved to complete the original scope of work for the GARVEE Transportation Program.

Bond sales totaling \$573 million include \$200 million (plus \$15 million in interest earnings) in May 2006, \$179 million in March 2008, and \$179 million in January 2009. Authorized bonds of \$108 million have not yet been sold; however, the next bond sale is anticipated later this fall.

A graph depicting each funding authorization approved by the Legislature, projected future bond requests, actual/planned contract costs, and actual/planned expenditures through August 31, 2009 is included as Appendix A.

3 Fiscal Year (FY) 2011 Funding Authorization Request

This fall, the Idaho Transportation Board and ITD will evaluate project delivery schedules to determine the exact amount of the FY 2011 funding authorization request to the Idaho Legislature.

Two options for the FY 2011 funding authorization request were presented to the Idaho Transportation Board on September 17, 2009 for consideration. The first option (\$19 million) includes construction of the mainline of I-84 between the Franklin Blvd. Interchange and the Garrity Interchange (\$48 million) and program management costs (\$1 million) less the unallocated bid savings of \$30 million.

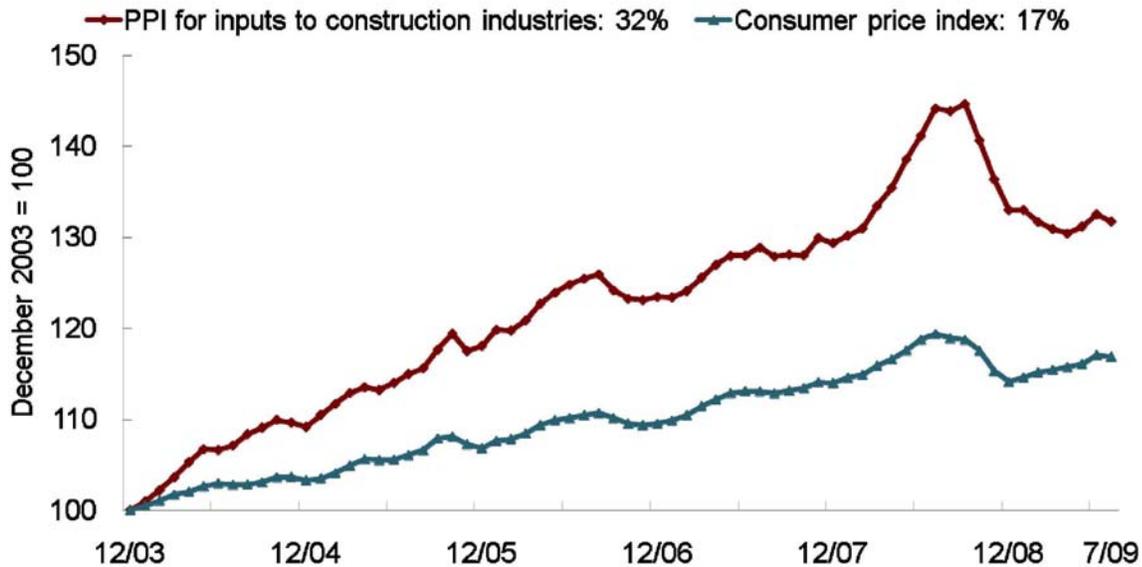
The second option (\$45 million) includes the I-84, Franklin to Garrity project (\$48 million); the purchase of remaining right-of-way for the SH-16 project (\$11 million); the U.S. 95 Chilco Stage frontage roads and mainline (\$14 million), which was partially funded through prior authorizations; and program management costs (\$2 million). This option also incorporates the unallocated bid savings of \$30 million.

The Board will consider selecting a preferred option to advance to the governor at the October 2009 Transportation Board meeting.

4 Inflation Trends

The past year marks the first time since calendar year 2004 that there has not been high inflation in the highway and street construction portion of the Producer Price Index (PPI).

Producer price index (PPI) for construction vs. consumer price index, 2003-09



Source: BLS (CPI, PPI)

Ken Simonson, chief economist for The Associated General Contractors (AGC) of America, suggests that materials costs in 2009 represent “a limited-time sale.” While the extreme increase in 2008 has not been sustained in 2009, construction materials costs are continuing to trend upwards. Simonson forecasts a 6 percent to 8 percent increase in the PPI, with higher spikes, for 2010 (Construction & Materials Outlook, September 4, 2009). As seen above, prices are back into the range of 2007 values.

5 Job Creation/Economic Stimulation

Through August 31, 2009, a total of 23 prime construction contracts and seven supply contracts have been issued. Using factors provided by the AGC of America, it is estimated that the GARVEE Transportation Program has created or sustained more than 7,600 construction jobs.

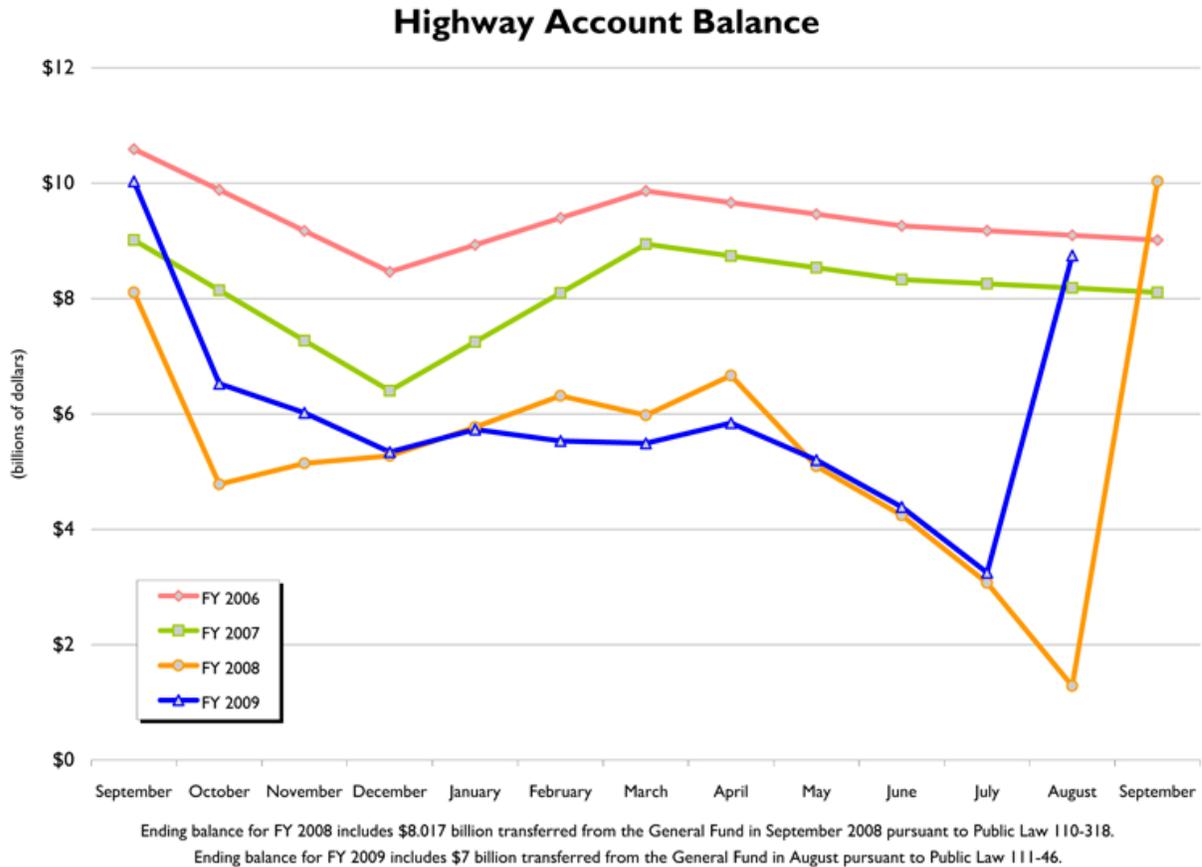
Currently, the GARVEE Transportation Program has issued more than 90 consultant agreements with more than 60 individual consultants. A list of contractors and consultants is included in Appendix B. As of this printing, 77% of contract work has been with Idaho companies.

6 Future Federal-Aid Highway Funding

The federal funding highway act from which ITD receives funding – the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) – expires

September 30, 2009. SAFETEA-LU was designed to “spend-down” the surplus in the federal Highway Trust Fund. This spend-down, in conjunction with the change in Americans’ driving habits, has drawn the Highway Trust Fund down sooner than anticipated.

In September 2008, Congress came up with a short-term solution to address this problem for FY 2008 by infusing the Highway Trust Fund with \$8 billion from the general fund of the U.S. Treasury. In July/ August 2009, Congress once again took similar action by transferring \$7 billion of general funds to the Highway Trust Fund. The 2009 spend-down is very similar to 2008, as shown in the following graph, which shows the federal Highway Trust Fund cash balance. The \$8 billion transfer made in August 2008 is indicated in gold, and the \$7 billion transfer made in July 2009 is shown in blue.



Source: www.fhwa.dot.gov/highwaytrustfund/index.htm

The Administration and Congress are currently beginning the process to reauthorize SAFETEA-LU. However, it is highly unlikely that they will have a long-term revenue fix by the time SAFETEA-LU expires on September 30, 2009. In fact, it is predicted that the long-term fix will not be in place until sometime in 2010, or perhaps as late as 2011.

In summary, Congress is currently distributing approximately \$7-\$8 billion more to states annually than is provided by federal highway revenues.

7 Integrated Management Approach and Accountability

The successful delivery of the GARVEE Transportation Program requires accelerated construction techniques and streamlined processes to deliver quality projects faster, safer, more cost effectively, and with less impact to highway users.

ITD has adopted an integrated work model to exchange ideas and create methods to provide quality design and construction while ensuring the greatest return on investment to Idaho's citizens. ITD administers the GARVEE Transportation Program and provides oversight of the program management work being performed by Connecting Idaho Partners (CIP). In addition to ensuring the most efficient use of resources, the ITD GARVEE Office provides oversight of critical activities to comply with state and federal rules and statutes, and ITD policies.

CIP participates directly in project activities in all three ITD districts where GARVEE projects are funded. Additionally, personnel from Districts 2 and 4 are assisting with District 1 and District 3 projects. Project elements that ITD manages directly are shown in the following table.

Project	ITD Project Management (as of August 2009)		
	Construction Services	Design	Right-of-Way (ROW)
U.S. 95, Garwood to Sagle Corridor Environmental Study		✓	—
U.S. 95, Idaho 53 to Ohio Match Road	✓	✓	✓
U.S. 95, Garwood to Sagle, Chilco, Silverwood, Athol, Granite, and Sagle Areas		✓	✓
U.S. 95, Worley North	✓	✓	✓
Idaho 16, U.S. 20/26 to Idaho 44			✓
I-84, Eagle Westbound Off-Ramp		✓	—
I-84, Garrity IC to Meridian IC	✓		
I-84, Ten Mile Road IC	✓	✓	
I-84, Franklin Boulevard IC Bridge, Nampa	✓	✓	—
I-84, Robinson Blvd. and Black Cat Road Bridges	✓		
I-84, Cole IC to Broadway IC Soundwalls	✓		
I-84, Orchard IC, New York Canal	✓		—
I-84, Orchard IC	✓		
I-84, Vista Avenue IC (Stimulus Funded)	✓		✓
I-84, Cole to Broadway Reconstruction	✓		
U.S. 30, Topaz to Lava Hot Springs	✓	✓	✓
U.S. 30, 12th Street to Crystal Springs Road	✓	✓	✓
U.S. 30, Portneuf River Bridges	✓		✓
U.S. 30, Topaz Bridge	✓		✓
U.S. 30, McCammon to 12th Street	✓	✓	✓

7.1 CIP Management Contract

CIP Program- and Project-Management Services are continuing on the I-84, SH-16, U.S. 30, and U.S. 95 corridors. These services are increasingly focused on construction as the program matures. To this end, ITD and CIP are negotiating Amendment 2 to the Program Management Services Agreement (PMSA) for CIP's services to support the work authorized by the Idaho Legislature under Funding Authorizations 3 and 4. Negotiations are focused on an incremental transition of the program back to ITD as the program gets nearer to completion.

7.2 Experimental Procedures

The successful delivery of the GARVEE Transportation Program requires streamlined processes. Both federal and state processes have been examined to assess innovative project delivery techniques.

The Federal Highway Administration (FHWA) utilizes a series of programs called Special Experimental Projects (SEPs) to encourage the use of innovative methodologies. The SEP-14 and SEP-15 programs test innovative project delivery techniques prohibited by current provisions of Title 23 of the United States Code or FHWA regulations, policies, or practices, while maintaining the fundamental objectives of Title 23. These features are coordinated and approved by FHWA.

ITD and CIP developed an internal GARVEE Experimental Project (GEP) program to offer a means to improve the delivery of the highway program in Idaho. The GEP program allows for experimental features and provides the opportunity to integrate successful features into standard ITD regulations, policies, and practices. There are currently two main categories of GEPs – those that can be used in ITD standard business practices and those that are beneficial to project managers on programs like GARVEE or others where authority is delegated to an outside provider.

An example of a GEP that ITD may use in standard business practices includes GEP-11: Right-of-Way Offer Incentive Payment Program. This GEP provides that a property owner will receive an incentive payment of ten percent, up to \$100,000, above the original offered amount if the owner signs the contract within 45 days of the offer being made. This GEP's purpose is to encourage timely clearance of the right-of-way, and it may also reduce the risk of costly condemnation cases, and the cost of delayed projects.

An example of a GEP that ITD may use when delegating authority to an outside provider includes GEP-2: Materials Phase Reports Review and Approval. This GEP authorizes the outside provider to review and approve Materials Phase Reports, within certain outlined criteria. This GEP streamlines the review and approval process and makes it more efficient.

7.3 Accelerated Construction Techniques

The GARVEE Transportation Program is meeting the challenge to improve the quality of Idaho's highways, to increase safety and mobility, and to deliver projects sooner, more cost effectively, and with minimal impact to highway users. When construction contractors can get in and get out quickly, both businesses and the public benefit from reduced traffic interruption. Specific construction techniques that contribute to project acceleration are described below.

7.3.1 Phased Construction by Work Type

Phased construction not only saves time, but it also offers discipline-specific work packages for bid, which is cost-effective. Additionally, phased construction allows work packages that are the right size for more contractors, thus maximizing local competition.

Phased contracting has been adopted for road construction on the six-mile I-84, Garrity Interchange to Meridian Interchange project. Using the phased contracting approach, the construction advanced six to eight months ahead of the planned schedule by issuing multiple contracts simultaneously and accelerating work on early phases of the project.

Phased contracting was utilized on the three-mile segment of I-84, Cole to Broadway. The New York Canal project was divided into a separate construction contract so that work that needed to be performed during the irrigation off-season could be completed prior to beginning the I-84 mainline project. This allowed greater flexibility in contractor scheduling and phasing of the interstate work. The Dynamic Messaging Sign project also was divided into a separate contract to allow early construction so that message signs and radar detection could be utilized early in construction to better provide traveler advisories.

The interchange replacement at both Orchard and Vista were advanced to eliminate the structure conflicts with the I-84 mainline construction. This allowed the subsequent I-84 roadway widening projects to be combined into one contract, which will result in the final segment being completed six months ahead of the original planned schedule.

7.3.2 No-Excuse Incentive Bonus

The GARVEE Transportation Program used a Special Experimental Project No. 14 (SEP-14) “No Excuse Incentive” to accelerate construction on the 6.1-mile I-84, Broadway Interchange to Eisenman Interchange Pavement Rehabilitation project that was completed in 2008. Use of this incentive resulted in the acceleration of the project by seven months. Additionally, safety benefits were also realized by completing most of the roadway resurfacing prior to the winter season.

ITD submitted a final report to the FHWA in July 2009 reporting on the success of the SEP-14 “No Excuse Incentive.” Based on a survey related to the bidding process and a second survey related to construction outcomes, it was determined that the “No-Excuse Incentive” was effective in encouraging the contractor to accelerate the work and in achieving the open-to-traffic outcomes desired by the department. The value and structure of the incentive were such that the outcomes were achievable and feasible. Consequently, the contractor was willing and interested in pursuing the incentive.

7.3.3 Pre-Purchase of Materials

The construction schedules of the I-84, Robinson Blvd. and Black Cat Road Bridges project and the I-84, Orchard Street Interchange projects were accelerated by pre-purchasing such major materials as girders, steel shell pipe piles, and H-piles for bridge foundations. By pre-purchasing these materials, construction was accelerated two to four months, avoiding wait time required for material delivery if ordered by the contractor after contract award. Girders were also pre-purchased for the I-84, Vista Avenue Interchange project, which accelerated construction of the overall I-84 East corridor by at least one month.

7.4 Public Convenience and Efficiency

7.4.1 Consolidation of I-84 West Traffic Control

The GARVEE Transportation Program has combined traffic control services for the phased construction projects that make up the I-84, Garrity Interchange to Meridian Interchange project into one contract. This provides efficiency and cost savings by avoiding the necessity to coordinate individual subcontractors for each construction project and by providing consistency among the projects during construction. One of ITD's personnel who was directly involved in the phased construction projects noted that combining the traffic control responsibilities under a single contractor has been quite successful because the contractor is aware of the traffic control requirements of all the construction contractors. This allows the traffic control contractor to easily coordinate changes to maintain progress on the overall construction schedule. This process provides the public a consistent message and safer travel through the different projects.

7.4.2 Consolidation of Public Information Efforts

The GARVEE Transportation Program is increasing efficiency and facilitating significant cost savings by consolidating the public information effort for each of the construction projects in both I-84 corridors. By contracting a single firm to coordinate public information, duplication is avoided, and the public is receiving a unified and consistent message.

7.4.3 Minimizing Impacts to the Public

The GARVEE Transportation Program has proactively reached out to local residents, area businesses, local agencies, public officials, and others to ensure that the highway construction has the least impact on the public as possible. ITD's goal is to be as resident- and business-friendly as possible. On I-84, for example, ITD has maintained two lanes in each direction during the morning and evening commutes. In addition, ITD has done its best to keep most ramp and interstate closures limited to nights only and minimized the number of lane closures in each project/contract. ITD has also maintained access to local businesses during regular business hours and has assured local residents that noisy construction activities, such as pile-driving, take place only during daytime hours.

GARVEE Projects

The GARVEE Transportation Program construction projects continue to move steadily forward. Currently, 23 construction projects are either completed or under construction. Three projects that are funded, either through previous authorizations or advanced by bid savings from other GARVEE projects, are scheduled¹ to begin by the end of 2009. Four construction projects are scheduled or programmed² to begin in 2010, and five more projects are scheduled or programmed to start construction in 2011. Seven supply contracts have been issued, four for materials pre-purchase and three for services.

The following table shows delivery progress of GARVEE Transportation Program projects.

¹ “Scheduled” refers to a project phase that has funding authorized.

² “Programmed” refers to a project phase that is tentatively planned but requires future GARVEE funding.

GARVEE PROJECT READINESS

 = Complete
 = Not Authorized

	Federal Environmental Clearance	Preliminary Design	Final Design	Right-of-Way Completion	Construction Start	Complete Construction
Completed Projects	I-84, Eagle Westbound Off-Ramp	✓	✓	✓	N/A	✓ Sep 07
	I-84, Ten Mile Creek Widening	✓	✓	✓	✓	✓ Apr 08
	I-84, Garrity to Meridian, Mill & Temp. Widen	✓	✓	✓	✓	✓ Apr 08
	I-84, Broadway IC to Eisenman IC	✓	✓	✓	✓	✓ May 08
	U.S. 30, Topaz to Lava Hot Springs	✓	✓	✓	✓	✓ Aug 08
	I-84, Garrity to Meridian, Median	✓	✓	✓	✓	✓ Sep 08
	I-84, Cole IC to Broadway IC Soundwalls	✓	✓	✓	✓	✓ Jan 09
	I-84, Robinson Blvd. & Black Cat Rd. Bridges	✓	✓	✓	✓	✓ Apr 09
	I-84, Franklin Blvd. IC Bridge, Nampa	✓	✓	✓	✓	✓ Apr 09
	I-84, Orchard Interchange, New York Canal	✓	✓	✓	✓	✓ Apr 09
	I-84, Ten Mile Rd. IC, Bldg. Demolition	✓	✓	✓	✓	✓ Jul 09
	I-84, Ten Mile IC to Meridian IC	✓	✓	✓	✓	✓ Aug 09
Construction In Progress	I-84, Dynamic Message Sign Relocation	✓	✓	✓	N/A	✓ Sep 09
	U.S. 95, Worley North	✓	✓	✓	✓	✓ Sep 09
	U.S. 95, Idaho 53 to Ohio Match Road	✓	✓	✓	✓	✓ Sep 09
	I-84, Garrity IC to Ten Mile IC, Reconstruction	✓	✓	✓	✓	✓ Dec 09
	I-84, Orchard Street Interchange	✓	✓	✓	✓	✓ Apr 10
	U.S. 30, 12th Street to Crystal Springs Road	✓	✓	✓	✓	✓ Jun 10
	I-84, Vista Avenue Interchange (Stimulus)	✓	✓	✓	✓	✓ Sep 10
	I-84, Ten Mile Road Interchange	✓	✓	✓	✓	✓ May 11
	I-84, Garrity IC to Meridian IC Traffic Control	✓	✓	✓	✓	✓ May 11
	U.S. 30, Portneuf River Bridges	✓	✓	✓	✓	✓ Jun 11
U.S. 30, Topaz Bridge	✓	✓	✓	✓	✓ Aug 11	
Construction Pending	I-84, Cole Interchange to Broadway Interchange	✓	✓	✓	N/A	Sep 09 Jun 11
	I-84, Garrity to Meridian, Stormwater Ponds	✓	✓	✓	✓	Oct 09 Apr 10
	I-84, Garrity Bridge & 11th Ave. to Garrity	✓	✓	Sep 09	N/A	Nov 09 Jun 11
	I-84, 11th Ave. Bridge	✓	✓	Nov 09	Sep 09	Jan 10 Mar 11
	U.S. 95, Garwood to Sagle, Sagle Area	Jan 10	Jan 10	Mar 10	Mar 10	Jun 10 Oct 10
	I-84, Franklin Blvd. IC to 11th Ave.	✓	✓	Apr 10	Apr 10	Jul 10* Jul 12
	U.S. 95, Garwood to Sagle, Chilco Mainline**	Jul 10***	✓	Jul 10	May 10	Sep 10 Sep 12
	U.S. 95, Garwood to Sagle, Silverwood	Jul 10	✓	Jan 11	Jan 11	Apr 11 Apr 13
	U.S. 95, Garwood to Sagle, Chilco Interchange	Jul 10	✓	Jul 11	Jul 11	Sep 11 Mar 13
	U.S. 95, Garwood to Sagle, Athol Area	Jul 10	✓	Jul 11	Jun 10	Sep 11 Mar 13
	U.S. 95, Garwood to Sagle, Granite Area	Jul 10	✓	Jul 11	Jun 10	Sep 11 Sep 13
Idaho 16, U.S. 20/26 to Idaho 44	Jun 10	Mar 10	May 11	Apr 11	Jul 11 Feb 13	

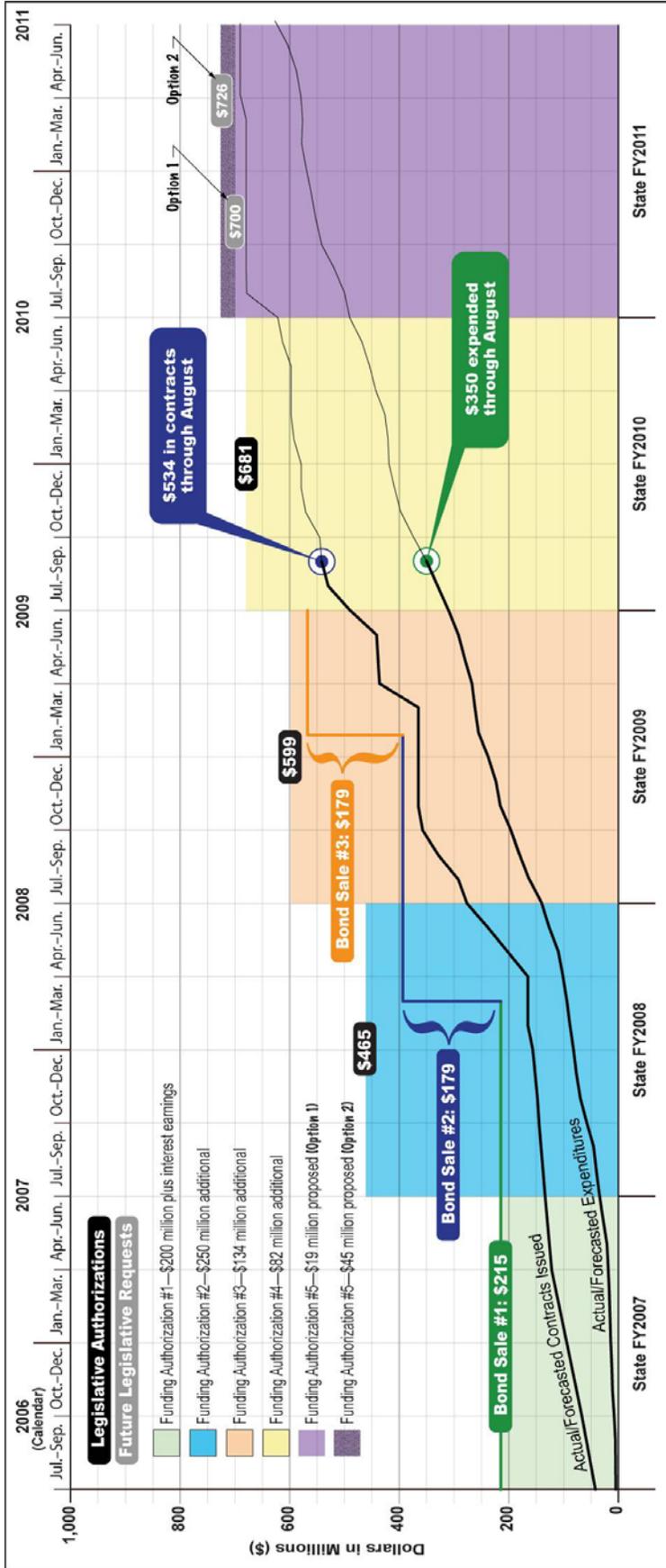
* could begin earlier with approved RR agreement and funding in place

** partially funded with prior authorizations

*** Cat Ex forecast for November 2009. Necessary for accelerated purchase of right-of-way.

Appendix A

Program Authorizations and Bonding Summary



Appendix B

List of Contractors and Consultants

A-Core of Idaho, Inc.	DeAtley Crushing Company, Inc.
Ada Sand & Gravel	Diversified Concrete
Advanced Shoring & Underpinning, Inc.	Eclipse Traffic Control
All Star Striping, LLC	Epic Engineering, P.C.
Alpha Masonry	ES Engineering, LLC
ALS	Forsgren Associates
American Fence Co. of Idaho, Inc.	G2B
American Geotechnics	Garden Valley
Amerigo, Inc.	Glahe & Associates, Inc.
Anderson Environmental Consulting	Graham Construction & Management, Inc.
Robert L. Angle & Associates	Green Velvet Reclamation, Inc.
Antigo Construction	Ground FX
Apex Curb & Turf	Frank Gurney
Apply-A-Line	h2 Surveying
Barnes, Inc.	Hanson Eagle Precast
Bionomics Environmental, Inc.	Hap Taylor & Sons, Inc. DBA Knife River
Butler Engineering & Land Surveying, Inc.	Harris Rebar ABCO
Brundage Bone	Hayward Baker, Inc.
BX2 Rebar & Stressing, LLC	HDR, Inc.
Carpenter Fence	HK Contractors, Inc.
Castle Peak Construction	Horrocks Engineers, Inc.
Central Paving, Inc.	Idaho Construction Company Inc.
Central Washington Asphalt, Inc.	Idaho Construction Surveying
CH2M HILL	Idaho Sand & Gravel Company
Chevron Pipe Line Company (CPL)	Idaho Survey Group
Concrete Design Concepts	Idaho Traffic Safety, Inc.
Concrete Placing Company, Inc.	Ideal Demolition Services, LLC
Coughlin	Inland Crane, Inc.
Curtis Clean Sweep	IraMac
DH Crosby	Iteris, Inc.
David Evans and Associates, Inc.	JD Steel

Johnson Excavating & Paving
J-U-B ENGINEERS, Inc.
KB Welding
Keller Associates, Inc.
Kleinfelder
Knife River (Hap Taylor & Sons, Inc. DBA)
Kodiak Pacific Construction
L2 Data Collection
Land Solutions
Langdon Group, Inc.
Lawn Company, The
Layton
LeGrand Johnson Construction Co.
H.W. Lochner, Inc.
Lynda Friesz Public Relations, Inc.
M.A. DeAtley Construction, Inc.
Mainstream
MarCon, Inc.
Mason & Stanfield
Materials Testing and Inspection
McAlvain Construction, Inc.
McAlvain Excavation
McMillen Engineering
Meckel Engineering & Surveying, Inc.
Mike Pepper
NA Construction
National Coatings
Nelson Deppe Inc.
Nilex Construction
North Star Enterprises
Northwest RCI
Pacific Coast Steel
Parametrix, Inc.
Pavement Markings Northwest, Inc.
Pavement Specialties
Peninsula Sawing & Drilling
Pinnacle Consulting Management Group, Inc.
Pipe Inc.
Poe Asphalt
Porter W. Yett Co.
Power Plus
Project Engineering Consultants, Ltd. (PEC)
Promark, Inc.
Qualitree
Quality Electric, Inc.
RAD Construction
Rainier Steel
Randell Concrete
RBCI
Record Steel & Construction, Inc. (RSCI)
Road Products, Inc.
Romar Electric
Safety Corp., Inc.
Scarsella Bros, Inc.
SECO, LLC
Sharp-Line
Skillings Connolly, Inc.
Sidewalks LLC
Snake River Construction
Sommer Construction
Southfork Construction, Inc.
Specialized Pavement Marking
Specialty Construction Supply
Spitzer & Associates
Stanley Consultants, Inc.
STRATA Geotechnical Engineering
SWCA Environmental Consultants
Syman

TA Dibble	Veasey Seeding
TAG Historical Research & Consulting	Velocity Steel
Terracon Consultants, Inc.	Western Construction, Inc.
Thomas Grinding	WF Construction & Sales LLC
Thorco	Wheeler Electric, Inc.
Thueson Construction, Inc.	WHPacific, Inc.
Toothman-Orton Engineering Company	Wildlands
Transcivil Transportation and Civil Solutions, P.C.	Willowcreek Fencing, LLC
TS Concrete Construction	W. M. Winkler
Universal Field Services, Inc.	B. Witt Concrete Cutting
Valentine Surfacing	