

REGULAR MEETING  
IDAHO TRANSPORTATION BOARD

January 12, 2023

The Idaho Transportation Board met at 8:30 AM on Thursday, January 12, 2023, in Boise, Idaho. The following principals were present:

Bill Moad, Chairman  
James R. Thompson – District 1  
Gary Osborn - District 2  
Julie DeLorenzo, Member – District 3  
Jim Kempton, Member – District 4  
Bob Hoff, Member – District 6  
Scott Stokes, Director Stokes  
Dan McElhinney, Chief Deputy/Chief Operations Officer  
Tim Thomas, Lead Deputy Attorney General  
Lorraine Dennis, Executive Assistant to the Board

Security Share. Grants Officer Shauna Miller reported the Governor proclaimed January 11 as National Human Trafficking Awareness Day in Idaho. She outlined the importance of taking steps to protect oneself from vulnerabilities and shared tips such as using privacy settings on social media, avoid sharing personal information and reporting suspicious activity.

Chairman Moad thanked GO Miller for the important message.

Select Vice Chair. In response to Chairman Moad calling for nominations for board vice chair, Member Kempton nominated Member DeLorenzo. No other nominations were made. The vote to select Member DeLorenzo as vice chair passed unanimously.

Review Subcommittee Assignments. There were no changes to the board subcommittee assignments.

Board Minutes. Member Hoff made a motion to approve the minutes of the December 15, 2022, seconded by Member Thompson, and the motion passed unanimously.

Board Meeting Dates. The next meeting is on February 23, 2023, in Boise.

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

RES. NO.      WHEREAS, consent calendar items are to be routine, non-controversial, self-explanatory items that can be approved in one motion; and  
ITB23-01

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 addition of

RAISE grant funding to the Access to Opportunity ACHD project in the approved FY23-29 ITIP, Anderson Environmental Consulting individual task agreement extension, contract awards and consultant agreements.

1) Add RAISE grant funding to the Access to Opportunity, ACHD project in approved FY23-29 Idaho Transportation Investment Program (ITIP). The Ada County Highway District was awarded \$5 million federal grant funding (\$6.4 million including local match) for project Access to Opportunity, ACHD to plan and design 12 multimodal transportation projects in the Cities of Boise and Garden City. When constructed, the project will provide low-stress, multimodal links between a community separated by Interstate 184, US 20/26, the Bench, and the Boise River. Staff requests \$5 million for this project to be added to FY23 of the approved FY23 – FY29 ITIP.

2) Anderson Environmental Consulting individual task agreement extension. Staff requests approval to further exceed the consultant individual task agreement limit of over \$500,000 for consultants selected from the term agreement list for Anderson Environmental on the US-95 Thorncreek Road to Moscow Project, Key No. 09294. The project is in construction; however, with added environmental scrutiny of wetlands, it has led to the need for additional services and costs than were originally anticipated.

3) Contract awards. The low bids on the following project is more than ten percent over the engineer's estimate, requiring justification. On key #22416, Off SYS, 17<sup>th</sup> St., 1<sup>st</sup> St., Lincoln Road X-Walks, Idaho Falls, LHTAC (6), some differences between the low bid and engineer's estimate are in curb and gutter and storm sewer pipe; and key #23331, SH-21, Mores Creek Summit to Lowman, District 3, some differences between the low bid and engineer's estimate are in Superpave HMA, cold milling and traffic control.

The engineer's estimate was developed using the average bid costs of previous projects in the area and assumed price increases. The District or LHTAC does not believe re-advertising the project would result in lower bids, and recommends awarding the contract. Low bidder, for key #22416: Sunroc Corp. - \$262,771.71 and key #23331: Staker & Parson - \$6,985,964.00.

4) Request to approve consultant agreement. In accordance with Board Policy 4001, staff requests approval to exceed the \$1 million agreement limit for key #19526, 19195, 19653 US-95, Jct. SH-6 Turnbay, WIR Bridge, Deep Creek Bridge SH-167 improvements (District 2), for construction engineering and inspection services of approximately \$1.2M; key# 07827, SH-44 Corridor Study, Jct. I-84 to Eagle (District 3) for completion of environmental clearance of approx. \$2.95M; and key# 23090, US-95/US-12, Aht'Wy Plaza Interchange (District 2) for construction engineering and inspection services of approx. \$3.0M.

#### Informational Items.

1) Contract awards and advertisements.  
Key #12099, Int. Hawthorne & W. Quinn Rd., Chubbuck, LHTAC(5). Low bidder: Sunroc Corp. - \$2,822,795.72.

Key #22470SIA, I-84, FY22 D3 fence repair, District 3. Low bidder: All Rail Construction – \$73,900FT (FPVQ).

Key #20641, SH-53, Int. N. Ramsey Road., District 1. Low bidder: LaRiviere Inc. - \$3,016,192.55.

Key #20662, US-95, McArthur Lake, District 1. Low bidder: LaRiviere Inc. – \$10,939,130.04.

Key #20637, FY23 D4 bridge repair, District 4. Low bidder: The Truesdell Corp. – \$969,969.00.

Key #20478, SH-75, Bellevue to Hailey, District 4. Low bidder: Boswell Asphalt Paving Solutions – \$656,078.00.

Key #20171, I-84, Kasota IC to Burley IC WBL, District 4. Low bidder: Western Construction – \$19,583,343.68.

Key #22684, FY23 I-15/US-91, Fort Hall pavement preservation, District 5. Low bidder: H-K Contractors – \$906,753.74.

Key #19465, FY22 capital maintenance, PH 1, Boise, ACHD(3). Low bidder: Sunroc Corp. – \$9,449,380.00.

Key #19452, US-95, IC #430 to LaCrosse Ave., CDA, District 1. Low bidder: Interstate Concrete & Asphalt Co. – \$2,997,777.77.

The list of projects currently being advertised was provided.

2) Professional services agreements and term agreement work tasks report. From November 21, 2022 to December 19, 2022, 7 new professional services agreements and work tasks were processed, totaling \$1,478,008. Five supplemental agreements to existing professional services agreements were processed during this period for \$322,024.

3) Non-construction professional service contracts. Per Board Policy 4001, the department executed three professional service agreements for the following - unmanned aircraft system technology to Idaho Policy and Consulting for \$70,000, bike/pedestrian safety analysis to Toxcel LLC for \$29,781, and pavement ME design software to Applied Research Associates for \$30,000.

4) Annual report on status of state-owned dwellings. In accordance with Board Policy 4049, a report is made to the board annually on the status of state-owned dwellings. The department owns 3 stick framed houses, 19 manufactured homes, 6 bunkhouses, and 1 apartment at Johnson Creek and Cavanaugh Bay Air Strips that are used seasonally. In addition to the houses, the department owns 19 trailer pads (11 have employee owned manufactured housing on them). The department has locations where employees reside in a state-owned dwelling as a condition of their employment. These locations are: Powell (District 2), Lowman and Riddle (District 3), Stanley, Hailey, and Carey (District 4), and Cavanaugh Bay and Johnson Creek

Airports (Aeronautics). The department also owns 7 trailer pads and 4 houses at rest area locations around the state.

5) Monthly report of federal formula program funding through December 28. Idaho received obligation authority of \$128.9 million through December 16, 2022 via a continuing resolution passed on September 30. A second continuing resolution was passed on December 23; however, no additional obligation authority has been received. OA includes \$9.0 million of Highway Infrastructure General Funds carried over from FY20 and FY21 and \$45 million of Infrastructure Investment and Jobs Act (IIJA) Bridge Formula funds. The IIJA was signed on November 15, 2021. Additional apportionments were allocated via the Appropriations Act. Idaho will receive apportionments of \$441.4 million. FY23 obligation authority through December 16 is 29.2% of apportionments. As of December 28, 2022, \$138.6 million was allocated with \$99.8 million remaining.

6) FY23 financial statements. Revenues to the State Highway Account from all state sources as of November 30 are ahead forecast by 0.7%. State revenues to the State Aeronautics Fund were ahead of forecast by 49.65%, or \$555,605. The Department's expenditures were within planned budgets. Personnel costs savings of \$3.23 million is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$230.9 million for July – Nov., and total construction expenditures from the five different funds sources total \$403.3 million.

The balance of the long-term investments was \$175.3 million as of the end of November. These funds are obligated against construction projects and encumbrances. The cash balance is \$126.1 million. Expenditures in the Strategic Initiatives Program Fund for first five months were \$41.5 million. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$51 million for the first five months of the sales tax. Funds are from the 4.5% of Sales Tax authorized by the Legislature. Initial receipts of \$13.1 million is committed to debt service. Expenditures in this fund for construction expenses were \$33.4 million. The federal CARES Act provided \$27 million for public transportation. Expenditures totaled of \$2.6 million for July – Nov. Expenditures for the TECM bond program during this period is \$52.6 million and \$47.5 million for GARVEE.

Director's Monthly Report. Director Stokes introduced the new ITD Bridge Engineer Mike Johnson. He reported on results for 2022 some highlights included \$150 million additional projects were added late in the program year but still delivered 71% by October 1. As of January 1, 96% of FY23 projects have been delivered and the department is on track to deliver an additional \$400 million this spring. Due to the DMV centralization, the vehicle registration online transactions superseded goals reaching 1.5 million in just two months. Commercial vehicle registrations were streamlined shifting processing from weeks to days to obtain permits. The Office of Public Transportation is processing 20% more grants.

Director Stokes reported on projects results for 2022 and upcoming targets for 2023. Some highlights included there were 174 active construction projects by the end of 2022 totaling \$1.6 billion in state infrastructure projects underway, and 380 new projects under development totaling \$3.47 billion as part of the 7-year ITIP. Staff is working through solving issues with right of way. Coming to DMV, the new portal will have enhanced features to give customers the

ability to create an account and capability to do online drivers licenses renewals. The additional \$6 million Aeronautics' received last year, seven projects are complete with 11 in design. The first hundred local bridges are ready to be contracted through LHTAC. In response to increased stakeholder outreach, and managing a \$3 billion ITIP, the department added two public information officers so each district office has staff. Director Stokes reported on the status of the Chinden Campus Building 3 renovation, which they expect the layout and design done in the next few weeks. In March, a board workshop will be held to consider workload assessments and staffing in preparation for the June workshop. The executive leadership plans to travel to meet with employees statewide this spring.

Director Stokes stated the Change in Employee Compensation (CEC) hearing was delayed to next week, but is recommending pay increases of 4% this year and 4.5% next year. Next month, the department plans to seek approval to release some of the \$25 million that was included in the STIP that was set aside to mitigate revenue declines if needed. He concluded with supporting comments for the next TECM bond series valuing \$400 million and highlighted safety projects completed through bonding such as US-30 McCammon to Lava Hot Springs.

Member DeLorenzo inquired about board attendance for the annual WASHTO and AASHTO meetings. Stating the educational and peer exchange value in attending them. Director Stokes will help to develop a meeting schedule for consideration.

Chairman Moad thanked Director Stokes for his report.

Legislative Update. Government Affairs Manager Colby Cameron reported there are 40 new legislative members. Through the Governor's Leading Idaho efforts, many infrastructure investment recommendations came forth. He reviewed the Governor's recommendations some highlights included FY23 Supplementals - one-time general funds of \$200 million for local bridge maintenance and \$100 million for local transportation projects grant program. FY24 Enhancements for transportation safety and capacity include \$96.8 million - split 60/40 between ITD and the Local Highway Distribution fund, \$37.5 million for GARVEE bond debt and 4% for CEC. There is also a request for \$206 million in ongoing funding for transportation needs - also split between ITD and the Local Highway Distribution fund. The department will give its annual reports to the house and senate transportation committees the last week of January and the JFAC budget hearing is set for Feb. 2. GAM Cameron also reviewed the department's three legislative proposals.

Chairman Moad thanked GAM Cameron for his update.

FY2024 Appropriation Request – Governor's Recommendation. Financial Manager Chris Bray provided an overview of the Governor's FY24 recommendations. FY23 Supplemental requests include \$35 million for airport improvements, \$10 million for pedestrian safety projects administered by LHTAC, \$100 million for local transportation projects grant program administered by ITD, and \$200 million for local bridge maintenance – a Leading Idaho Initiative. FY24 Enhancements include \$58.08 million for ITD's share of transportation safety and capacity projects and \$37.5 million to pay 2014 GARVEE bond series. As a result of the Human Resources Modernization, the Full-Time Equivalent (FTE) positions count is reduced by 20 with

a net appropriation decrease of \$334,600. Salary costs will be applied as an employer cost. Additional funds of \$3,691,900 is added for change in employee compensation to meet the Governor's 4% recommendation. With \$55.2 million of adjustments to the FY24 base, the adjusted funding total is \$815.02 million. Including \$385.1 million for line items and GARVEE and TECM bond service, the department's FY24 total program funding is \$1.285 billion with 1592 FTEs.

Chairman Moad thanked FM Bray for the update.

Add New Local-Small Urban Program to Approved FY23-FY29 ITIP. Controller Justin Collins reported as result of the Infrastructure Investment and Jobs Act (IIJA) creation of a new small urban category, and recent updates to Board Policy 4028 that authorized a new allocation for small areas, the department is requesting the addition of a new Local – Small Urban program. The program would be effective beginning October 1, 2023 in FY2024 and included in the FY23 – FY29 ITIP this spring.

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

RES. NO.        WHEREAS, Board Policy 4028 - Allocation of Federal Formula Highway  
ITB23-02        Apportionments to Local Public Agencies and 4028S - Local Public Agency  
Share of Federal Highway Funding, were modified in December 2022 to allocate  
a portion of Urban funding to Small Urban areas; and

WHEREAS, projects located in small urban areas are managed by the Local  
Highway Technical Assistance Council (LHTAC); and

WHEREAS, small urban projects were previously included in the Local – Urban  
program.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves adding a new  
Local –Small Urban program to be effective beginning 10/1/23 in FY2024 of the  
approved FY23 – FY29 ITIP.

*BE IT FURTHER RESOLVED*, that the Board authorizes staff to move existing  
Small Urban projects programmed in FY24 and beyond from the Local – Urban  
program to the new Local – Small Urban program.

Local-Rural Program Funding Supplement for Approved FY23 Projects. Controller Collins reported when Board Policy 4028 was updated it deducted the Carbon Reduction and PROTECT programs resulting in a decrease of \$1.3 million in FY23 to the Local-Rural program. In an effort to retain a balanced program and prevent projects from needing to be removed or delayed, the department proposes to use \$1.3 million of its reserve funding to supplement the FY23 Local-Rural program.

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

RES. NO. WHEREAS, Board Policy 4028 - Allocation of Federal Formula Highway  
ITB23-03 Apportionments to Local Public Agencies and 4028S - Local Public Agency  
Share of Federal Highway Funding, were modified in December 2022 to reduce  
funding available to the approved Local – Rural program; and

WHEREAS, it is the intent of the Idaho Transportation Board to fund the FY23  
Local –Rural program at the levels that were approved in September 2022.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves re-directing \$1.3  
million ITD reserve funding to the Local – Rural program in FY23.

Request to Increase Professional Services Agreement on Transportation Expansion & Congestion Mitigation (TECM) Project. Transportation Program Manager Amy Schroeder reported on the I-90, Washington State Line to Sherman Ave. TECM project. The 15-mile corridor was initially planned as a preliminary study with a phased approach. In coordination with the FHWA division office, the corridor will be split into two segments, eastern and western, from SH-41, which require separate NEPA approval. The next phase will allow the department to complete the environmental evaluation and preliminary design of SH-41 to 15<sup>th</sup> Street interchange. Some highlighted scope of services include completion of environmental field studies, noise barrier analysis, stakeholder engagement, and an approved NEPA document from SH-41 to 15<sup>th</sup> St. Interchange. Design and construction from SH-41 to US-95 is under a separate contract.

Member Kempton suggested the department consider creating a separate board policy for TECM projects that require board approval for professional service agreements that exceed \$1million. He stated he agrees with the technical support to complete the NEPA document, but suggested there should be a separate policy. Director Stokes stated they can bring options to the Board next month to look at streamlining compliance.

In response to Member Thompson’s question regarding the Huetter bypass, TPM Schroeder replied the Metropolitan Planning Organization is anticipating a bypass in their model and staff is accounting for traffic volume increases on I-90; however, it will be a separate project.

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

RES. NO. WHEREAS, the Idaho Transportation Board approved multiple high priority  
ITB23-04 TECM projects to be added to the Idaho Transportation Investment Program  
(ITIP) in May 2021 in order to advance the development and project readiness;  
and

WHEREAS, the Board previously approved exceeding the threshold in Board  
Policy 4001 for initial phases of work in July 2021, September 2021 and April  
2022; and

WHEREAS, significant progress on the tasks in the initial agreement has been made; and

WHEREAS, a supplemental agreement to complete environmental task and perform preliminary design is being negotiated; and

WHEREAS, Board Policy 4001 requires the Transportation Board to approve professional services agreements that exceed \$1 million.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves increasing the total authorization for services on the I-90 Washington State Line to Sherman Ave project (Key Number 22293) to \$16 million, which is an additional \$8.8 million more than previously authorized.

TECM 2023A Series Bonds. Transportation Program Manager Schroeder presented a summary of the costs recommended to be included in the TECM 2023A series bonds. She reviewed each of the five categories of costs. The first category is new construction projects totaling \$272.6 million for four projects. Last year, the 2022A series bonds were based on 80% of construction. The 2023A series proposes 85% with remaining costs leveraging federal-aid or state funds. Because the I-84, Jerome to Twin Falls project is being prepared for advertisement in February with the potential of contract award prior to a bond issuance, a funding backup plan is in place to cover it with the ITIP program. The Already-Bonded Construction Projects category totals \$23 million for three out of the six projects. The three projects are on I-86, US-20/26 and I-90. Last year projects were based on 80% of the engineer's estimate, however, only one project had been advertised when the 2022A bonds were sold and some of these projects came in more than the original budgeted amount. The total 2022A bonded amount for this category is \$191.7 million. The Already-Bonded Development Projects category totals \$17 million for six projects as they are now ready for an additional phase of work. The projects also received \$24.3 million in 2022A bonds. The New/Additional Development Projects category totals \$26 million for four out of the eight projects. The I-90, SH-41 to NW Blvd. and I-15, Northgate to Fort Hall are design projects that were bonded for the traffic and environmental study of the corridor in the 2022A series. The last category, Right-of-Way, totals \$60 million for three out of the four projects. The total 2023A series bonds request is for \$398.6 million.

Chief Administrative Officer Dave Tolman reviewed the TECM bond framework to enter into the bond market. Some highlights included bonding as close as possible to contract award to meet cash flow requirements and award contracts in advance of bond sale, which requires evaluating risk against marketing conditions and contract size and time for each issuance. The bond term is 25 years and will follow state and federal requirements including cash draw-downs. CAO Tolman pointed out the monthly financial statements provide detailed information; however, he plans to create a separate report for financial project tracking. CAO Tolman gave a market update highlights included the federal reserve increased the funds rate by 50 basis points, municipal bonds rates have improved in the past month, and current estimates for interest rates for spring 2023 is 4.5% (the highest for GARVEE was 4.7%). The total estimate of project funds is \$1.27 billion with debt service of \$80 million. Next steps, if approved, is to work with Idaho Housing and Finance Association and finance team for a March/April bond sale.



In response to creating a TECM bonding project report proposed by CAO Tolman, Member Kempton suggested using the table already provided to the board that outlines project information and adding an expense column to compare from one year to the next. He also stated the need for a semi-annual review to demonstrate the board is monitoring the program.

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

RES. NO.       WHEREAS, the Idaho Transportation Board (Board) is charged with determining  
ITB23-05       the timeframe and scope of improvements for the State Transportation System;  
                  and

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

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

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

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

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

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

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

1. Pursuant to Idaho Code § 40-720, the Board approves the Projects referenced and defined below and recommends to IHFA the financing thereof through the issuance of the bonds in an aggregate principal amount not to exceed \$400,000,000 comprising of the project costs listed below that are approximately:

- I-90 Washington State line to Coeur d'Alene in the amount of \$22,500,000;
- US-95 Spalding Bridge & US-12 Arrow Bridge in the amount of \$4,000,000;

- I-84, Centennial Interchange to Franklin Interchange (exit 27-29) in the amount of \$85,700,000;
- SH-55, Sunnyslope to Nampa in the amount of \$26,000,000;
- US-20/26, I-84 to SH-16 in the amount of \$31,500,000;
- SH-16, I-84 to SH-44 in the amount of \$70,100,000;
- I-84, Burley and Heyburn Interchanges in the amount of \$3,000,000;
- I-84, Jerome to Twin Falls in the amount of \$89,900,000;
- SH-75, Timmerman Jct to Ketchum in the amount of \$15,000,000;
- I-15 Pocatello to Blackfoot including the I-86/I-15 System Interchange in the amount of \$23,000,000;
- US-20, Idaho Falls to Montana State Line in the amount of \$28,000,000

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

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

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

regulations.

Board Unallocated Funds for SH-33/SH-32 Rumble Strips Project. District 6 Engineer Manager Wade Allen presented a request for Board Unallocated funds to install centerline rumble strips on SH-33 from MP 131 to the Wyoming State Line MP 155, and transverse rumble strips on SH-32 adjacent to SH-33. The project is estimated at \$500,000. He reported the district has been teaming with the communities of Teton Valley, Teton County and the Cities of Victor, Driggs, Tetonia to enhance the safety on these highways.

In response to Chairman Moad's inquiry on the effectiveness of rumble strips, EM Allen stated they assist motorist under conditions where the roadway lanes are not visible.

Member Hoff expressed his support for the project.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB23-06 Department (ITD) mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to fund SH-33/SH-32 Centerline & Transverse Rumble Strips Project; and

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

*NOW THEREFORE BE IT RESOLVED*, that the Board approves \$500,000 of FY23 Board Unallocated Funds for the SH-33/SH-32 Centerline & Transverse Rumble Strips project.

*BE IT FURTHER RESOLVED*, that the Idaho Transportation Board authorizes staff to add the project to FY23 of the approved FY2023 - 2029 ITIP accordingly.

Aeronautics Annual Report. Aeronautics Advisory Board (AAB) Chairman Mark Sweeney reported on commercial air service in Idaho. Some highlights included commercial air service currently at Boise, Twin Falls, Hailey, Idaho Falls, Pocatello, Lewiston and Moscow-Pullman. Pilot shortages are severely affecting regional airlines like SkyWest. As of October 2022, 112 domestic airports lost about third of their service. Many SkyWest connection routes are capacity purchase (fixed fee). Twin Falls and Pocatello have a SkyWest "at-risk" pro-rate agreement with Delta where major airlines subsidize flights to keep services available. Higher operating costs are rising because of pilot shortages and financial risk of pro-rate flying. SkyWest is demanding minimum revenue guarantees with no negotiation for flight schedules. Twin Falls and Pocatello are not eligible for DOT Essential Air Service subsidies for air service to network hubs. The total economic impact for the seven commercial air services that includes earnings and GDP, is \$3.9 billion representing over 28,000 jobs. Some loss of network air service impacts include TSA personnel, reduction in funding, and business retention. Twin Falls and Pocatello will continue to work with Delta for a fixed fee contract. AAB Chairman Sweeney

requests ITD consider development of a state sponsored air service fund to assist Idaho cities/counties required to pay air service subsidies to preserve their network air service.

Member Kempton stated although he understands the need to sustain air service, he did not believe the board has the authority to provide funds for services in airlines, and asked if AAB Chairman Sweeney has talked to the legislature. AAB Chairman Sweeney responded he has yet to do so but intend to provide them with information so they can make decisions. Member Kempton stated the board would support that direction and has an interest in the solution.

Member Hoff commented that it is difficult to regain funding once it is lost and supports keeping the service viable.

In response to Member DeLorenzo's question about needed funding, AAB Chairman Sweeney stated he was unsure of the amount at this time, but plans to get more information.

AAB Member John Blakely presented information regarding backcountry operations and wildfire activity. Idaho's recreating activities have rebounded declining operations when Fish and Game cut permits. The fire season was especially difficult for large backcountry areas that led to road closures from Boundary to Indian Creek. Operation and safety improvements were made to Stanley airport. Impacts from higher fuel prices are slowly recovering; however, cost for services are increasing and are expected to continue to rise.

Aeronautics Administrator Jeff Marker reported on Aeronautics' activities some highlights included recent personnel hires such as a new pilot, who is undergoing training on the King Air and Kodiak planes, leaving one pilot vacancies. They have three aircraft for state officials and employees. In 2022, the King Air was out five months for repairs so it only had 113.1 hours of use; however, they expect services to be back on track. The Idaho Airport Aid Program base budget is \$1 million and last year and they received \$6.4 million in Leading Idaho funds. The Federal Aviation Administration awarded \$25.4 million. Some accomplishments from the Leading Idaho Funds made available \$200,000 for each of the commercial service airports and \$1.4 million for general aviation airports – six grants were awarded. Aeronautics manages 32 backcountry airstrips. In coordination with the Forest Service, needed tree removal at Big Creek 4 and planning for the potential addition of a sprinkler system at Big Creek was accomplished. AA Marker also reported on five safety and education events for 2022, search and rescue totaling 36 accidents with six fatalities, and a new Federal Aviation Administration (FAA) safety initiative to provide funding for cameras available statewide. If awarded, the FAA will need to install and maintain them.

In response to Member Hoff's question regarding the King Air's maintenance status, AA Marker stated an engine overhaul is due in about 5 – 7 years and there is about 10 years remaining on airplane's airframe.

In response to Member DeLorenzo's inquiry regarding employment contracts for pilots, AA Marker responded the department does not require minimum time even with significant training investments. Recent efforts were made to increase pay and keep minimum requirements low to help recruitment, but it is still a challenge.

Chairman Moad thanked the AAB and AA Marker for their presentations.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 11:18 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Kempton seconded the motion and it passed unanimously by roll call vote.

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

The Board ended executive session at 12:15 PM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting.

Signed

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WILLIAM H. MOAD, CHAIRMAN  
Idaho Transportation Board

Read and Approved  
February 23, 2023  
Boise, Idaho