

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
December 11, 2024

The Idaho Transportation Board met at 8:30 AM on Wednesday, December 11, 2024, in Boise, Idaho. The following principals were present:

James R. Thompson, Member – District 1
Gary Osborn, Member – District 2
Julie DeLorenzo, Vice Chair – District 3
Mitch Watkins, Member – District 4
John Bulger, Member – District 5
Bob Hoff, Member - District 6
Scott Stokes, Director
Dan McElhinney, Chief Deputy/Chief Operations Officer
Lorraine Dennis, Business Executive to the Board
Tim Thomas, Lead Deputy Attorney General

Vice Chair DeLorenzo presided over the meeting in Chairman Moad's absence.

Call Meeting to Order. Member Osborn made a motion to remove the lunch scheduled with the Local Highway Technical Assistance Council from the agenda, seconded by Member Bulger, and the motion passed unopposed.

Safety Share. Government Affairs Manager Colby Cameron shared a tip on how to remove corrosion from a weak battery that entails using a can of Coke.

Board Minutes. Member Osborn made a motion to approve the minutes of November 13, 2024, seconded by Member Watkins, and the motion passed unopposed.

Board Meeting Dates. The next meeting is January 15, 2025 in Boise.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB24-86 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 adding the Neighborhood Access and Equity Grant project for the City of Rexburg to the FY25-FY31 Idaho Transportation Investment Program (ITIP) and contract awards.

1) Add grant project for the City of Rexburg to the FY25-FY31 ITIP. On behalf of the City of Rexburg, request to add the Neighborhood Access and Equity Grant award project to the ITIP. The \$2 million project scope includes designing and planning options for reconnecting the disadvantage communities on the west side of Highway 20 with town amenities. The City is providing the local match of \$500,000. The project will be programmed in FY26.

2) Contract to award. The low bid on the following project is more than ten percent over the engineer's estimate, requiring justification. Staff recommends awarding the contract to the low bidder. Key #24248, District 2, US-95 roadway repairs in Riggins to low bidder Knife River for \$565,000. The District does not believe re-advertising the project would result in lower bid.

Informational Items.

1) Contract awards and advertisements. There were three ITD and two Local contracts awarded that did not require Board approval for the month of November 2024. From October 1, 2024 to November 30, 2024 there were eight ITD and four local contracts awarded.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From October 27, 2024 through November 23, 2024, 21 new professional services agreements and work tasks were processed, totaling \$11,894,578. Eight supplemental agreement to existing professional services were processed during this period for \$6,224,332.

3) Monthly report of federal formula program funding through November 26. Idaho received obligation authority (OA) of \$130.7 million through December 20, 2024. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$455.6 million. Allotted program funding is \$146.1 million with \$140.5 million remaining.

4) Annual outdoor advertising report. The ITD Outdoor Advertising Program is charged with monitoring, controlling, or causing to be controlled, advertising signs in areas adjacent to the Interstate System, Primary Highways, and the NHS (National Highway System) roads within the state of Idaho. From October 1, 2023 to September 30, 2024, there was one appeal of the denied sign applications and six new sign applications processed, of which five were approved and one denied. There is a total of 1,218 signs statewide.

5) Non-construction professional services agreements. Board Policy 4001 requires reporting non-construction professional service agreements executed in the previous month. There were three agreements executed – Keller Associates for project management support, \$63,204.24; Wildlife Connectivity Institute for Phase 2 hotspot wildlife-vehicle conflict, \$48,904; and Governor's Highway Safety Association for a policy and procedure manual, \$28,470.04.

6) State Fiscal Year 25 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of October 31 are ahead of forecast by 5.2% with revenues in the Highway Distribution Account are up by 3.31%. State revenues to the State Aeronautics Fund

are above forecast by 6.38% or \$80K. The Department's expenditures were within planned budgets. Personnel costs savings of \$1.18M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$262.6M, and total construction expenditures from the five different funds sources total \$492.9M.

The balance of the long-term investments was \$186.1M. These funds are obligated against construction projects and encumbrances. The cash balance is \$102.8M. Expenditures in the Strategic Initiatives Program Fund is \$41.7M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$41.4M. For FY25, \$55.2M is committed to debt service. There were \$30K in expenditures from the Federal CARES Act fund this month. Expenditures for the TECM bond program during this period is \$165.5M and \$622K for GARVEE.

Board's Subcommittee on Policies Report. Member Osborn, Policies Subcommittee Chairman, reported on the Policies Subcommittee meeting held on November 13, 2024. The subcommittee supported staff's recommendations for revisions on two ITD policies and deletion of another that are being presented later today for Board approval.

Board's Subcommittee on Adjustments Report. On behalf of Member DeLorenzo who chairs the Adjustments Subcommittee, Planning and Development Manager Scott Luekenga reported on the Subcommittee meeting held on December 5, 2024. The subcommittee supported staff's recommendations to reclass local roads in McCall and Weiser Highway District. The reclassifications will be brought to the Board for its consideration in January 2025.

Director's Monthly Report. CD McElhinney presented an award to District 1 Engineer Damon Allen who received the American Association of State Highway Transportation Officials (AASHTO) 25 Years of Meritorious Service. The award was presented virtual to DE-1 Allen.

Director Stokes recapped activities, events and project advancement that took place throughout the year. Some highlights included recognizing ITD's 50-year anniversary and the people behind the scenes making it possible. He emphasized the importance of public service, family and staying connected in the light of two employees who recently passed away. Since its inception this year, there have been over 2,000 RISE certificates given (virtually), which are employee driven to fellow co-workers recognizing them for great work. Opportunities to support other agencies such as helping on wildfires, mitigating the Quagga mussels and the Teton Pass failure shined a light on staff and their dedication to serve the community. The statewide construction program continues to advance projects at unprecedented levels, and outreach amongst the contracting community on how to bid and advance projects also continues. Employees are crucial to keeping the people and goods safely moving through Idaho. Although technology has evolved, system demands and population growth has changed tremendously. ITD continues to focus on innovation such as auto-renewals for disabled veteran vehicle registrations, which are free, and streamlines the renewal process.

Transportation Expansion & Congestion Mitigation (TECM) Bond Drawdown Summary. TECM Program Manager Eric Staats reported on the bond drawdown milestones and summary

for each bond series. Some highlights included both the required milestones of 5% drawdown in the first six months and 85% within 36 months. The following summarizes the three existing bond series: 2022A for \$216 million closed April 12, 2022; 2023A for \$398.6 million closed April 27, 2023; and 2024A for \$372 million closed March 27, 2024. The final bond sale, 2025A, is estimated to be \$350 million after the first of the year. Through the end of November 2024, the total bond amount plus interest is \$1.006 billion. TECM PM Staats reviewed the cumulative bond payouts for each bond series highlighting the required versus actual milestones that exceeded the drawdown benchmarks. Staff is preparing for the 2025A Series bond sale anticipated to close late February to March 2025.

In response to Member Watkins question on penalties if a bond drawdown milestone is not met, Chief Administrative Officer Dave Tolman stated the worst-case scenario would be that the bond loses its tax exemption. To ensure requirements are met, staff closely monitors and makes adjustments as needed.

Employee Service Awards Recognition. Human Resource Officer Holly Bailey highlighted the employee service awards that represent a cumulative total of 5,280 years of service for the nearly 400 employees hitting milestones ranging from five to 55 years the last two years. Employees with 40 or more years of service received special recognition. Five employees reached 40 years and two, Mike Ebright and Dianne Schlund, hit 55 years of service with ITD.

Division of Human Resources (DHR) Annual Report. Human Resource Officer Holly Bailey reported on HR's staff, goals and priorities, metrics, recruitment efforts, survey data, and new trainings for supervisors. Some highlights included since the consolidation in 2023, the DHR team, comprised of 16 people, have shifted to a business partner model with the goal of providing one-stop-shop service at the district offices. The turnover rate decreased slightly from 11.6% in FY23 to 10.7% in FY24. Total turnover, includes retirements and involuntary separations, is on the rise this fiscal year going from 15.4% in FY24 to currently at 16%. About half of the employees who left ITD completed an exit survey last year. DHR plans to create a new survey to help improve response rate and capturing reasons for leaving. About 55% of voluntary separations are for higher pay. Of the 53 new positions approved, 41 have been filled, and as of this month, ITD has 60 vacancy. The recently launched College Stipend Program is an effort to hire civil engineering students part time or for summer work with the goal of full-time employment at ITD upon graduation. As shown in DHR's statewide Engagement Survey, employee compensation was one of the lowest rated categories. Efforts are underway to advance compensation proposals. In development are two new trainings for supervisors - Supervisor Essentials (1st week) and Supervisor Orientation (within first three months).

In response to Member Hoff's question about the College Stipend Program and if it guaranteed employment, HRO Bailey explained the program offers college students about \$5,000 per year for education. It is an opportunity for them to learn more about ITD; however, employment is not guaranteed.

In response to Member Bulger’s inquiry about mentors for new employees, HRO Bailey replied not specifically, but through leadership it is an area that can be cultivated.

Madame Chair inquired if ITD has a list of employee vacancies per district. HRO Bailey stated they do and will follow up on providing that list.

Director Stokes commented, since the DHR modernization, relations with DHR staff have been very good. They are working well together to address recruiting and other issues.

Director Stokes invited Assistant State Bridge Engineer Shanon Murgoitio to say a few words in recognition of Mike Ebright’s 55-Year Employee Service Award.

Grant Application Strategy and Status. Highway Division Administrator Amy Schroeder reviewed the dedicated grant match set-aside that was approved by the Board and progress to-date. Included in the FY25-31 ITIP, are funding amounts of \$5 million in 2027; \$20 million in 2028 and \$25 million for 2029-2031. A statewide Grant Working Group was formed who developed a list of potential projects. A consultant was hired, HDR, to assist with writing grant applications that includes doing benefit/cost analysis. The first round of grant pursuits is a short-list of five high priority projects, of which, four are currently in the TECM program under development. The fifth is the US-95 Longbridge planning and preliminary engineering project. As an example, the Bridge Investment Program (BIP) and Multimodal Project Discretionary grant categories are two being consideration for the larger more complex projects. Administrator Schroeder also reviewed some additional federal grant application newsletters to showcase other grant program funding opportunities.

In response to Member Watkins’ question regarding availability for design work, and specifically for the third river bridge crossing in Twin Falls, Administrator Schroeder confirmed the BIP grant does allow for the planning, study and development separate from construction.

Add Sandpoint Longbridge Preliminary Engineering Project to the ITIP. District 1 Engineer Damon Allen outlined the request for the US-95 Sandpoint Longbridge. The current bridge was built in 1981 that is alongside the former, now pedestrian bridge, built in 1956. Through recent public meetings, 89 comments were for upgrading the bridge. ITD would like to pursue grant opportunities to perform preliminary engineering – planning, scoping, and engineering. An early concept design would consider four-lanes with multi-use path for pedestrians and bikes.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB24-87 Department (ITD) mission of safety, mobility, and economic opportunity; and

WHEREAS, it is prudent to plan for long term maintenance and operation of one
the state’s largest structures, Sandpoint Longbridge and pedestrian structure;
and

WHEREAS, there is a pressing interest in future expansion and renewal for vehicles and pedestrians on the Sandpoint Longbridge; and

WHEREAS, grant opportunities are available that may provide the funds necessary to begin the planning and preliminary design of a replacement structure.

NOW THEREFORE BE IT RESOLVED, that the Board approves adding the US-95 Sandpoint Longbridge preliminary engineering study to FY25 of the approved FY25-FY31 ITIP with a budget of \$200,000 for state resources in Preliminary Engineering.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for consultant agreement authorization for design services. There is one project, as shown in the resolution, in District 3 for SH-55, North Fork of the Payette River, Rainbow Bridge by Delve Underground. SDE Crider reviewed the project background and justification and outlined the requested authorization for the project.

In response to Member Bulger's question if the bridge would be retained for pedestrian/bike use, CD McElhinney stated they will know more in the next year after public outreach is conducted. The new structure will be an upgraded design.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board)
ITB24-88 to authorize professional services agreements greater than \$1,000,000 and each
subsequent cost increase, work task agreements greater than \$500,000,
cumulative work task agreements on a project greater than \$1,500,000, and
consultant two-year work task agreement total greater than \$1,500,000; and

WHEREAS, the Idaho Transportation Board has been provided details about each project requesting authorization; and

WHEREAS, funding will be committed to these agreements before they are executed.

NOW THEREFORE BE IT RESOLVED that the Board hereby grants the authority for professional service agreement(s) as noted in the following table:

KEY NUMBER/SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AUTHORIZATION REQUEST	TOTAL AUTHORIZATION
23187 ¹ / Design	SH-55, North Fork of the Payette River, Rainbow Bridge	3	\$1,550,000	\$1,550,000	\$626,000	\$2,176,000

- 1 Professional Agreements > \$1M
- 2 Work Task Agreements > \$500K
- 3 Cumulative Work Task Agreement for project > \$1.5M
- 4 Consultant Two-year Work Task total > \$1.5M

Revision to Admin. Policy 5538 Purchase, Payment, Inventory and Disposal of State Property. Business and Support Manager Michelle Doane reported on the proposed changes for Administrative Policy 5538. The main purpose is to establish who is responsible for managing these activities and delegating specific duties for each – purchasing, payments, and accountability and disposal of personal state property. The Chief Administrative Officer is responsible who then delegates to appropriate managers within the Division of Administration. The statement on the use of state property was also clarified.

Member Osborn commented that the Board’s Policies Subcommittee reviewed the proposed changes and supported staff’s recommendations.

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

RES. NO. ITB24-89 WHEREAS, the Idaho Transportation Board is charged with setting policies for the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5538 Purchasing, Payment, Inventory and Disposal of State Personal Property was revised to refine language regarding responsibility of the Chief Administrative Officer and identify specific delegates for the various responsibilities for purchase, payment, inventory and disposal of state personal property within the purview of Idaho State Department of Administration and the State Board of Examiners; and

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations, at its November 13, 2024 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board concurs with the revisions to Administrative Policy 5538 Purchasing, Payment, Inventory and Disposal of State Personal Property.

Delete Administrative Policy 5516/A-01-11 Hazardous Materials/Waste Activities. Employee Safety and Risk Manager Randy Danner stated this policy’s original intent was to

address how hazardous waste should be handled and added the department does not generate much waste. Specific roles and responsibilities, along with required hazardous materials training, have been incorporated into either the Safety Operations Manual or HazMat Coordinator Handbook. Because the policy is redundant and no longer warranted, staff recommends deleting it.

Member Osborn commented that the Board's Policies Subcommittee reviewed the proposal and supported staff's recommendation to delete the policy.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB24-90 the Idaho Transportation Department; and

WHEREAS, Administrative Policy 5515/A-01-11, Hazardous Materials/Waste Activities, was reviewed and recommended for deletion by Employee Safety and Risk Management, Environmental, Right of Way, Emergency Management, and the Districts, as the policy's requirements were deemed redundant with current job descriptions, roles, and responsibilities; and

WHEREAS, the Transportation Board's Subcommittee on Policies reviewed the policy and concurred with staff's recommendations to delete the policy at its November 13, 2024 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the deletion of Administrative Policy 5515/A-01-11 Hazardous Materials/Waste Activities.

Revise Administrative and Board Policies 4085/5085 Rail-Highway Crossing Program (RHCP). Rail-Highway Crossing Program Manager Blaine Schwendiman reported on the proposed revisions for 4085. Changes are mainly administrative clerical updates and includes a statement about staff providing an annual RHCP update to the Board. Previously, the annual update was only in 5085. Revisions to 5085 are similar - administrative changes, updates to the Railroad Operation and Safety Team's membership and removes the specific month when the Board receives the RHCP report update.

Member Osborn commented that the Board's Policies Subcommittee reviewed the proposed changes and supported staff's recommendations.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB24-91 the Idaho Transportation Department; and

WHEREAS, Board Policy 4085, Rail-Highway Crossing Program, was revised to clarify the program funding, to remove the State match of 10% as the Federal funding is 100%; and

WHEREAS, Administrative Policy 5085, Rail-Highway Crossing Program, was revised to include wording regarding the annual RHCP status report to be presented to the Transportation Board; and

WHEREAS, Administrative Policy 5085, Rail-Highway Crossing Program, was revised to clarify the program funding, to remove the State match of 10% since the Federal funding is 100%, include wording in regard to an annual RHCP status report to be presented to the Idaho Transportation Board, and to update the reference to the current Federal Highway Administration’s Highway-Rail Crossing Handbook; and

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations at its November 13, 2024 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the revisions to Board Policy 4085, Rail-Highway Crossing Program.

BE IT FURTHER RESOLVED, that the Board concurs with revisions to the corresponding Administrative Policy 5085, Rail-Highway Crossing Program.

Board Unallocated Funds Request for US-95 Rock Slope Monitoring Project. District 2 Engineer Doral Hoff outlined the US-95 Rock Slope monitoring mitigation project at mile post 189. Monitoring prisms will be installed in the area of concern and use of LIDAR surveying to detect movement along the hillside. Based on recommendations from the geological consultant’s geotechnical report, staff will determine the best course of action.

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

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds
ITB24-92 appropriated for construction, maintenance, and improvement of state
highways; and

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

WHEREAS, it is the intent of the Board to effectively utilize all available federal, state, and local funding.

NOW THEREFORE BE IT RESOLVED, that the Board approves the US-95, MP 189, Rock Slope Monitoring, Idaho County, project be added to FY25 of the FY25-31 ITIP using FY25 Board Unallocated Funds at a total project cost of \$300,000.

SH-44 and Palmer Lane Intersection Project. District 3 Planning Manager Aaron Bauges presented the SH-44 and Palmer Lane Intersection project that will address interim safety and capacity needs due to rapid development by installing a signal and widening Palmer Lane to include additional lanes. The project is a partnership and cooperatively funded for construction with City of Star, Ada County Highway District and the City of Eagle.

In response to Madame Chair's inquiry if the intersection is a high accident location, D3 PM Bauges stated 13 accident occurred in the last five years. More so, over 20 developments are planned that excel meeting the 10-year high capacity projections sooner.

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
ITB24-93 Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, the Idaho Transportation Department has recognized a need for coordination, plans, specifications and estimate development; and

WHEREAS, having a project in the ITIP provides maximum flexibility to work with other agencies and the local communities in the area; and

WHEREAS, having a completed design and environmental clearance allows for right of way acquisition for the construction of the project.

NOW THEREFORE BE IT RESOLVED, that the Board approves the use of \$400,000 of Statewide Balancing funds in FY25 of the approved FY25-FY31 ITIP for the design and development of the SH-44 and Palmer Lane Intersection Project.

Freight Advisory Committee (FAC) Annual Report. Freight Program Manager Caleb Forrey presented on behalf of FAC Chairman Inouye who was unable to attend. He reported on the FAC's membership and various activities and meetings held for the year. Some highlights included the District 5 Member Molly Beseris joined the FAC in April 2024. She is the Executive Director of the Four County Alliance. The 2023 Idaho Strategic Freight Plan includes investments in 26 projects totaling \$43.9 million from 2024 to 2027. Adjustments are made annually based on project priorities. There are three new proposed 129,000 Pound routes on local systems all connecting to existing 129K routes. One in Malad City and Oneida County about 2.5 miles with scope of work complete and analysis funded by ITD. The other two are waiting to fund pending analysis readiness - Nampa Highway District about 20 miles and Owyhee County Road and Bridge about 3.6 miles. Marine Highway M-84, spanning from Oregon coast-Washington to Lewiston, is experiencing bottlenecks resulting in increasing truck

delays. The FAC continues to provide input on ITD's statewide Rail Plan, potential port of entry (POE) projects in Marsing and Hollister and on the truck parking study.

In response to Member Watkins' inquiry about plans for the Hollister POE, FPM Forrey stated the anticipated plan is to keep scales on the existing north bound side and to segregate traffic from the weigh in motion. He doesn't believe widening the road is the solution.

Member Thompson asked if the proposed 129K routes will need to be reviewed by the Board's Subcommittee on 129K Routes. FPM Forrey clarified the routes are on the local system so they do not need to come before the subcommittee for review or board for approval.

Public Transportation Advisory Council (PTAC) Annual Report. PTAC Chairman Ryan Luttmann reported on the PTAC's goals, successes, concerns and initiatives. Some highlights included there are no changes to PTAC's membership. The members meet with transit providers, are engaged in planning efforts and respond to information requests. In March 2025, they will revisit their 3-years goals. Some include continuation of human trafficking awareness, identify and assist with service-to-service connectivity, and explore funding sources to support sustainability in public transportation. PTAC hosted the Public Transportation Annual Summit and Regional Transportation Summit. Limited sources of funding for local match and lack of stakeholder engagement are some of the concerns expressed by transit providers. PTAC plans to focus on expanding summit participation, finding new sources of funding, and connectivity. They will also continue to provide input on funding award applications and use of CARES funds.

Public Transportation Office Annual Report. Public Transportation Program Manager Ron Duran provided an update on PT's activities, projects and successes. Some highlights included transit ridership is over three million trips this year representing nearly nine million annual miles. Electric buses and charging stations, micro transit operations, and ADA sidewalk improvements are some of the type of projects funded. Micro transit services, or on-demand, for the Greater Idaho Falls and Twin Falls Transits are performing well with efforts to expand services. A proposal to reduce the required rural operating match rate to 80/20 is being considered by the Federal Transit Administration. Five videos were funded spotlighting transits providers in Coeur d'Alene, Sandpoint, Moscow (2) and Lewiston. The video of Citylink Transit in CDA was shared with the Board.

In response to Member Hoff's question on micro transit service from Pocatello to Idaho Falls, PT PM Duran stated Salt Lake Express provides that service. PT continually looks for ways to connect cities together and noted needed contributions from local and county entities.

Aircraft Fleet Task Force Report. Aeronautics Administrator Tom Mahoney provided an overview of the Aircraft Fleet Task Force Report and recommendations. ITD has three airplanes that allow them to meet statutory obligations such as supporting emergency management, search and rescue, back country maintenance and agency travel. They have faced a number of challenges with the health of the 45-Year old King Air and cited a mechanical issue discovered during a safety check yesterday that led to grounding the aircraft and procuring a \$17,000

valve. The valve had been previously overhauled, which they discovered, parts are failing sooner than anticipated. The two engines are due for a major overhaul in three years. It would take investing \$2 to \$3 million within the next five years to extend its life; however, ITD does not own the plane – law enforcement does. ITD operates the King Air on their behalf. A fleet task force was formed to evaluate options and they recommended replacement with the same or similar King Air aircraft. ITD anticipates a three-year procurement lead time. The Aeronautics Advisory Board (AAB) endorsed the Fleet Task Force’s recommendation.

Member Watkins related his own experience regarding equipment replacement and stated refurbishment only goes so far. Ultimately, it can become more expensive.

In response to Member Bulger’s question if other agencies are contributing to fund a replacement plane, AA Mahoney stated ITD would fund it and then get reimbursed through charging those agencies for services. Member Bulger commented that although ITD is making the request, it is a service for the state.

Director Stokes added that user fees dedicated to highways can be used to fund repairs; however, there is not enough in Aeronautics’ program funds to cover the cost of a replacement plane. They will need to explore funding options such as use of general funds or a hybrid of funding sources.

Member Hoff, a member of the Fleet Task Force and who served on the AAB for 15 years, recapped the original acquisition of the “free” King Air stating funding to repair it was an issue then – one that ITD agreed to paid for. He commented the plane has more than proved itself and has served the state well. Many states do not have an aircraft pool and Idaho has made efficient use of them especially with its terrain and weather. It is time to move on to ensure the safety of flight operations.

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

RES. NO. WHEREAS, the State operates an all-weather, pressurized aircraft for critical
ITB24-94 state business including law enforcement, emergency response, and support of
 constitutional office functions; and

WHEREAS, the current King Air aircraft is 45 years old and is becoming increasingly unreliable due to aging aircraft maintenance problems and requires at least \$2,500,000 to extend its life beyond 50 years; and

WHEREAS, the current aircraft was transferred to the Idaho state government as part of the Federal 1033 surplus military equipment program which requires the aircraft to be returned; and

WHEREAS, any investment in the current aircraft cannot be recouped in disposal of the aircraft when it is returned to the Federal government; and

WHEREAS, the aircraft fleet should be treated in a similar manner as other capital investment equipment through ITD’s equipment replacement program; and

WHEREAS, an independent task force recommends a newer King Air 200 series aircraft is a suitable replacement for the existing aircraft.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board accepts the recommendation of the Aircraft Replacement Study Task Force in its 2024 Report which was endorsed by the Aeronautics Advisory Board.

BE IT FURTHER RESOLVED, that the Director of the Idaho Transportation Department is authorized to advance the recommendation for acquisition of a newer King Air aircraft of a similar series to the Governor’s office for consideration.

Executive Session on Legal and Personnel Issues. Member Thompson made a motion to meet in executive session at 11:45 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Hoff seconded the motion and it passed unanimously by roll call vote. Madame Chair stated the meeting will adjourn at the conclusion of executive session.

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

The Board ended executive session at 12:40 PM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 12:40 PM.

Read and Approved
January 15, 2025
Boise, Idaho

Signed

JULIE DELORENZO, PRESIDING CHAIR
Idaho Transportation Board