

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
January 15, 2025

The Idaho Transportation Board met at 8:30 AM on Wednesday, January 15, 2025, in Boise, Idaho. The following principals were present:

William H. Moad, Chairman
James R. Thompson, Member – District 1
Gary Osborn, Member – District 2
Julie DeLorenzo, Vice Chair – District 3
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

District 4 Member Mitch Watkins was absent.

Safety Share. Deferred to after Director’s monthly report.

Board Minutes. Member Osborn made a motion to approve the minutes of December 11, 2024, seconded by Member Hoff, and the motion passed unopposed.

Board Meeting Dates. The next meeting is February 19, 2025 in Boise.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB25-01 explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Federal Lands Program update, modifying the Rail-Highway Crossing Program and contract award.

1) Federal Lands Program update to the FY25-FY31 Idaho Transportation Investment Program (ITIP). The Federal Lands Transportation Program and the Federal Lands Access Program were established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued under the Fixing America’s Surface Transportation Act (FAST), and

Infrastructure Improvement and Jobs Act (IIJA). Staff requests per ITD Policy 5011 Idaho Transportation Investment Program to adjust the Federal Lands Program.

2) Modify the Rail-Highway Crossing Program. Per Administrative Policy 5011 ITIP and Administrative Policy 5085 Rail-Highway Crossing Program, staff request modification to the program. Adjustments include delaying and de-obligating three projects in District 3 at the request of Union Pacific Railroad due to project readiness and addition of two new projects.

3) 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 #23181 SIA, District 3, I-184, signage to low bidder Northwest Landscape for \$357,551.63. The District does not believe re-advertising the project would result in lower bid.

Informational Items.

1) Contract awards and advertisements. There were six ITD and five Local contracts awarded that did not require Board approval for the month of December 2024. From October 1, 2024 to December 31, 2024 there were 15 ITD and nine local contracts awarded.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From November 24, 2024 through December 28, 2024, 12 new professional services agreements and work tasks were processed, totaling \$2,475,322. Two supplemental agreements to existing professional services were processed during this period for \$22,488.

3) Monthly report of federal formula program funding through December 31. 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 \$146.6 million with \$112.4 million remaining.

4) Biennial surplus property inventory report. During the biennial period of January 1, 2023 through December 31, 2024, ITD's Right of Way Section disposed of 27 surplus properties, totaling 58.862 acres with sales proceeds totaling \$334,500.03. The current inventory of surplus properties contains a total of 42 properties.

5) Administrative settlements in right of way acquisitions. During the semi-annual period of July 1, 2024 through December 31, 2024, ITD's Right of Way Section processed 113 parcels. Of the 113 parcels, 62 parcels had an administrative settlement. Parcels included in projects on which right of way acquisitions are ongoing have been excluded and will be provided on future reports.

6) Annual state-owned dwellings report. The department owns three stick framed houses, 32 manufactured homes, five bunkhouses, and one manufactured home at Johnson Creek and

one at Cavanaugh Bay that are used seasonally. In addition to the houses, 11 locations have employee-owned manufactured housing on ITD provided trailer pads. The department has locations where employees reside in a state-owned dwelling as a condition of their employment. The department also owns seven trailer pads and four houses at rest area locations around the state. Currently, ITD is actively engaged in the construction of two new homes in District 4 Fairfield with an estimated completion of March 2025.

7) State Fiscal Year 25 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of November 30th are ahead of forecast by 3.9% with revenues in the Highway Distribution Account are up by 0.8%. State revenues to the State Aeronautics Fund are above forecast by 6.26% or \$95K. The Department's expenditures were within planned budgets. Personnel costs savings of \$1.45M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$316.5M, and total construction expenditures from the five different funds sources total \$492.9M.

The balance of the long-term investments was \$186.6M. These funds are obligated against construction projects and encumbrances. The cash balance is \$97.7M. Expenditures in the Strategic Initiatives Program Fund is \$49.7M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$51.4M. For FY25, \$69.1M is committed to debt service. There were \$813K in expenditures from the Federal CARES Act fund through end of November. Expenditures for the TECM bond program during this period is \$202.1M and \$622K for GARVEE.

Director's Monthly Report. Director Stokes acknowledged Member Thompson's retirement and thanked him for his service.

Director Stokes reported on ITD's updated Ideal Workplace Action Plan, the Governor's FY26 budget recommendations, project delivery and his four key legislative messaging points for this session. Some highlights included as a result of the statewide employee engagement survey and direct feedback from staff, the Ideal Workplace Action Plan was updated. Among the new initiatives are the cash incentive program for innovation and training opportunities for new supervisors. Employee pay continues to be a high priority. The Change in Employee Compensation (CEC) Committee invited state employees to provide testimony last year, and ITD had the highest response rate. The Governor's FY26 budget recommendations include a merit based 5% CEC increase, plus an additional 4.5% for engineers and IT staff. He also recommended \$50 million for the Transportation Expansion & Congestion Mitigation (TECM) bonding program that could result in \$800 million in bond proceeds. In three years, ITD planned, designed, and contracted \$2.3 billion of projects through the TECM program, of which, \$1.3 billion was bonded. A focus of the legislature this session will be on performance budgeting and accountability that reflects ITD's invest with purpose focus area. Director Stokes summarized his four key legislative messaging points aimed on advancing major programs and projects, improving transportation connections, year-round employee service, and employee pay.

Safety Share. Public Transportation Manager Ron Duran presented on Shauna Miller's behalf. He reported January is Human Trafficking Awareness month. There are 17,000 cases reported annually and Idaho is not isolated from it. PT provides resource materials around the state to promote awareness and inform the public on how and when to report suspicious activity.

Legislative Update. Government Affairs Manager Colby Cameron kicked off the legislative session update by reviewing turnover amongst the legislature. Two years ago, there were about 45 new members of the 105 legislators. This year, 19 members are brand new. That also leads to committee assignment turnover with members unfamiliar with ITD's programs such as the TECM bonding. Last year, the Joint Finance Appropriations Committee implemented a new process for setting agency budgets to performance-based budgeting. Agencies' Maintenance budgets are set then additional budget item requests are considered subsequently. ITD's JFAC budget hearing is scheduled on February 17. GAM Cameron concluded by highlighting some of the Governor's FY26 recommendations.

ITD State Street Headquarters Building Assessment. Chief Administrative Officer Dave Tolman provided an overview of efforts taken to secure a permanent location since the State Street headquarters building flooded three years ago. Employees are temporarily housed at the Chinden Campus. Direction changed last year, and staff is working with the Division of Public Works (DPW) to assess the State Street building. He noted this is the first time an assessment has been completed. The firm, CSHQA, was selected through a competitive bid process to provide a rough order of cost. The assessment is not a bid cost.

CSHQA Katie Butler reported on the property condition assessment. The 14-member team comprised of CSHQA and sub-consultants included a construction cost estimator from Parametrix. The project scope was to document the current condition and identify necessary repairs, upgrades, and modifications to address Level 1, Level 2, and cost assessment goals. Level 1 meets the safe standards of a typical state of Idaho office building, and Level 2 upgrades include system modifications for open floor plan design. The survey and evaluation were an eight-step process from initial planning, evaluation, and analysis to cost estimation and stakeholder review with DPW and ITD.

CSHQA Butler reviewed the key findings for each of the 13 category disciplines per Level 1 and Level 2 goals. Some Level 1 goal highlights included remediate asbestos fireproofing, replace floor and ceiling finishes, address water infiltration issues at the foundation, replace the curtain wall, remediate mold, replace entire HVAC mechanical systems, replace hydronic systems, replace electrical distribution system, and repair existing elevators. Some Level 2 goals included removal of corridor walls to open floor plan, new sprinkler system and replace elevators. Cost estimates for Level 1 remediation is \$48,485,160 - with soft and other costs comes to a total of \$64,085,160. Cost estimates for Level 2 is \$4,445,880 or a total of \$5,345,880 with soft costs. The grand total for Level 2 is \$69,431,040 (includes Level 1).

In response to Member Thompson's question on time needed to perform the rehabilitation, CSHQA Butler stated there is not a design or construction schedule in place. Scheduling would be of consideration for next steps.

Member Hoff inquired about inflation costs. It was noted that 5% annual inflation would be added to the estimates.

Member Bulger commented on the potential of legislative inquiries regarding costs to repair versus building new and being ready to address those should they come up. CSHQA Butler stated with all the major systems and interior finishes replacements, they would essentially be getting a new building. The main structure is in good condition.

In response to Vice Chair DeLorenzo's question regarding consideration to phase Level 2 work, CSHQA Butler stated it was not recommended and would be difficult with the open floor plans goal. Phasing could also add additional costs.

FY26 Appropriation Request – Governor's Recommendation. Financial Manager Kirk Weiskircher reviewed changes in ITD's FY26 appropriation request since November 2024 that now incorporate the Governor's recommendation. Highlights of the following adjustments made include increase in Change in Employee Compensation (CEC) from 1% to 5% plus additional for IT and engineering and reductions in the Statewide Cost Allocation Plan (SWCAP) and new and replacement equipment (for requested inflation). The Governor's initiative includes \$10 million for Aeronautics (spending authority on interest and dedicated fund earnings). Updates made for Line Item changes for continuous appropriation of general fund transfers with the Strategic Initiatives Program Fund (SIPF) and the addition of a \$50 million TECM bonding enhancement. With adjustments, the total FY26 appropriation request is \$1.033 billion and total Program Funding of \$1.363 billion (includes bonding debt service and SIPF).

In response to Member Hoff's question regarding the \$10 million for Aeronautics, FM Weiskircher stated it is a reversion of spending authority for available cash stemming from vacancies, higher than forecasted fuel tax, and interest from the \$35 million General Fund transfer.

Trucking Advisory Council Appointment, District 3. DMV Administrator Lisa McClellan thanked outgoing TAC members Troy Thurgood (District 6), three years of service, and Tony Black (District 3) over eight years of service.

DMV Administrator McClellan reviewed the process taken when considering a candidate, which includes garnering feedback from the TAC chairman, Idaho Trucking Association and DMV motor carrier. Diversity and broad representation amongst the industry is a primary consideration. Ben Espey, WinCo Transportation Manager, is the recommended nominee.

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

RES. NO. WHEREAS, Idaho Transportation Department Board Policy 4042 establishes the
ITB25-02 Trucking Advisory Council (TAC); and

WHEREAS, the TAC shall be comprised of seven (7) members representing the six (6) Idaho Transportation Department Districts, plus one (1) member to serve as Chair to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board approves the appointment of Ben Espey to the District 3 TAC position for the term of January 1, 2025 through December 31, 2027.

Trucking Advisory Council Appointment, District 6. DMV Administrator Lisa McClellan reported the District 6 TAC candidate, Todd Killpack, withdrew his candidacy citing personal reasons. No action was taken.

Functional Classification Change for City of McCall. Planning Services Manager Scott Luekenga reviewed the State Highway System adjustments categories – additions/deletions/realignments, functional classifications, and urban area boundaries. There are three functional classification designations – arterials, collectors (major/minor) and local. The City of McCall’s application request is to upgrade N. Mission Road from a local road to a major collector. In November 2017, the City updated its Long-Range Plan (McCall Transportation Master Plan, Adopted November 2017) to include the functional classification designation for N. Mission Road from the cuff-off to W. Lake Street (SH-55). The application includes a copy of the required resolution from the governing body approving the change. A public hearing was held. No public comments were given. The City met all three criteria points - apply, hold a public meeting and approval by the governing body by resolution. PSM Luekenga noted this application is correcting an administrative error which inadvertently omitted this segment of N. Mission Road from McCall’s 2017 Functional Classification request to ITD.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB25-03 Department (ITD) mission of safety, mobility, and economic opportunity; and

WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application from McCall, ID to have North Mission Road placed on the Federal Functional Classification System as a Major Collector; and

WHEREAS, there is stakeholder and public support for these changes in road functional classification; and

WHEREAS, ITD District 3 has studied the regional traffic impacts and feasibility of updating the functional classification of North Mission Street in McCall, ID; and WHEREAS, the Idaho Transportation Board's Subcommittee on System Adjustments has reviewed and recommends approval of these adjustments to the Idaho Transportation Board.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to functional classification from local road to major collector of North Mission Road in McCall, ID.

Functional Classification Change for Weiser Valley Highway District. Planning Services Manager Scott Luekenga outlined the Weiser Valley Highway District's (HD) application request to upgrade Indianhead Road, Jonathan Road, Island Road, Haas Road, and Pioneer Road from local roads to major collectors to facility access due to expansion. A separate application was submitted for each road reclassification request. Approval through resolution by the governing body, Weiser Valley HD, for each was included in the application packet. A public hearing was held on February 12, 2024. No one from the public attended. The Weiser Valley HD met all the criteria.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB25-04 mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification applications from Weiser Valley Highway District, to have Haas Road, Island, Road, Jonathan Road, Indianhead Road, and Pioneer Road updated from local roads to major collections on the Federal Functional Classification System; and

WHEREAS, there is stakeholder and public support for these changes in road functional classification; and

WHEREAS, ITD District 3 has studied the regional traffic impacts and feasibility of updating the functional classification of Haas Road, Island, Road, Jonathan Road, Indianhead Road, and Pioneer Road in Weiser Valley Highway District; and

WHEREAS, the Idaho Transportation Board's Subcommittee on System Adjustments has reviewed and recommends approval of these adjustments to the Idaho Transportation Board.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to functional classification from local road to major collector of Haas Road, Island Road, Jonathan Road, Indianhead Road, and Pioneer Road in Weiser Valley Highway District.

Safety Performance Targets for Federal FY2024 – 2026. Research Analyst Principal Steve Rich reported on the performance measures and targets which are used to set the 3-year Highway Safety Plan. The data from 2008 projected to 2026 were in the following categories: fatalities, serious injuries, unrestrained passengers, alcohol related, speeding related, motorcycle, younger drivers, pedestrians, bicyclist, distracted driving, mature drivers, single-vehicle road run off and intersection related. Some highlights included the 5-year average fatalities in 2023 was 240. Averaging smooths out fluctuations in comparison to using yearly data. Recently, major reporting requirement changes impacted target goals, the HSP (from annual to a 3-year), and creation of an Annual Grant Award spending plan. Target goals are required to show improvement or remain constant. The 5-Year fatality rate for 2023 was 1.35 with a goal of 1.28. States are required use the Fatality Analysis Reporting System, which data for 2023 just became available. The observed seat belt usage rate for 2024 was 85.7%. The 5-year average for pedestrian fatalities in 2023 was 19, up two from 2022, and for distracted driving, fatalities in 2023 remained the same as the previous year - 34. As the mature drivers' percentage increase from 16% in 2010 to 23%, they remain the safest driving population.

In response to Member Bulger's inquiry if fatalities are increasing at the same rate as vehicle miles traveled (VMT), RAP Rich stated they are not. Fatalities in the late 90's were higher. The population is increasing at a greater rate than VMT.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for consultant agreement authorization for engineer of record and design services. The three projects, as shown in the resolution, are District 3, SH-55, Rainbow Bridge repairs, Valley County by Forsgren Associates, I-84 Westbound Exit 90 to 95, Mountain Home by Horrocks Engineers, and US-2 Priest River Bridge, Bonner County by HDR Engineering. Approval for the SH-55, Rainbow Bridge repair hit two benchmarks. The agreement exceeds the work task agreement amount for greater than \$500,000 and consultant two-year work task total for over \$1.5 million. SDE Crider reviewed the project background and justification and outlined the requested authorization for each project.

CD McElhinney reminded the Board that the SH-55, Rainbow Bridge repairs (KN 21969) are for inspection. The inspection recommended work this year on the existing bridge. The new bridge project is in the planning and public outreach phase.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board)
 ITB25-05 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
21969 ² / EOR	SH-55, Rainbow Bridge Repairs, Valley County	3	\$407,367	-	\$515,520*	\$515,520
21969 ⁴ / EOR	SH-55, Rainbow Bridge Repairs, Valley County	3	\$1,495,078	-	\$1,604,131*	\$1,604,131
23540 ¹ / Design	I-84, Westbound Exit 90 to Exit 95, Mountain Home	3	\$964,000	-	\$1,678,000**	\$1,678,000
23616 ¹ / Design	US-2, Priest River Bridge, Bonner County	1	\$377,000	-	\$2,318,000***	\$2,318,000

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

* Work Task Agreement Amount: \$108,153
** Agreement Amount: \$714,000
*** Agreement Amount: \$1,941,000

Add Truck Parking Information Management System (TPIMS) to the FY25-31 ITIP. Freight Program Manager Caleb Forrey provided background on the TPIMS, efforts taken by other states, and next steps for Idaho. Some highlights included as part of the department’s carbon reduction strategy; a trucking parking communication system was identified as a top priority. The goal is to install occupancy detection to optimize parking and site-specific opportunities for expansion. Regional TPIMS were implemented amongst the Mid-America Association of State Transportation Officials partnering states through Federal grant funding. Minnesota’s TPIMS incorporates live data on its 511-information site. Thirty-seven dynamic parking availability signs will be placed along the Interstate 10 corridor spanning from California to Texas. Idaho is part of the seven-state North/West Passage assessing and implementing TPIMS. Next steps include developing strategies on technology options and executing best solutions.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB25-06 the Idaho Transportation Department; and

WHEREAS, the Idaho Transportation Board is charged with determining the timeframe and scope of improvements for the State Transportation System; and

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

WHEREAS, ITD desires to take the next step in outlining an implementation strategy for a Truck Parking Information Management System (TPIMS) as recommended in the Truck Parking Research Project shared with the Idaho Transportation Board in May 2024; and

WHEREAS, the TPIMS implementation strategy would identify specific locations to invest in occupancy detection within the state’s right-of-way, evaluate the applications currently available to host the information, identify outreach opportunities with private sector parking providers, and identify data sources to be used for future capacity needs and/or investments; and

WHEREAS, Carbon Reduction Program funds are available for planning studies to support priority projects; and

WHEREAS, truck parking and related infrastructure such as TPIMS are the top priority for the use of Carbon Reduction Program fund; and

WHEREAS, this plan will develop a strategic approach to implementing TPIMS.

NOW THEREFORE BE IT RESOLVED, that the Board approves adding a project to FY25 of the FY25-31 Idaho Transportation Investment Program (ITIP) funded at \$200,000 in the Carbon Reduction Program with an offset from Statewide Balancing to develop an implementation strategy for Truck Parking Information Management System (TPIMS).

Advertise Transportation Expansion & Congestion Mitigation (TECM) Projects in Advance of the 2025 Bond Sale. TECM Program Manager Eric Staats reported on the three TECM projects that will be ready to advertise by February 2025. The projects are I-90, SH-41 to US-95 West; I-90, SH-41 to US-95 East; and SH-16, SH-44 Interchange. The projects will use funding from the TECM 2025 Series A bond anticipated in February 2025. Contractor bids for the projects would be opened after closing of the TECM 2025 bond – anticipated in March 2025. Project award would occur in April 2025 with construction beginning in May/June 2025.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB25-07 the Idaho Transportation Department; and

WHEREAS, the Idaho Transportation Board is charged with determining the timeframe and scope of improvements for the State Transportation System; and

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

WHEREAS, the I-90, SH-41 to US-95 – West; I-90, SH-41 to US-95 – East; and SH-16, SH-44 Interchange projects will soon be ready to advertise for construction; and

WHEREAS, advertisement of the I-90, SH-41 to US-95 – West; I-90, SH-41 to US-95 – East; and SH-16, SH-44 Interchange projects in February and March 2025, prior to the next anticipated bond sale, is advantageous for optimizing construction initiation and duration; and

WHEREAS, a 2025 TECM bond sale is anticipated to provide funding for construction of the I-90, SH-41 to US-95 – West; I-90, SH-41 to US-95 – East; and SH-16, SH-44 Interchange projects; and

WHEREAS, the I-90, SH-41 to US-95 – West; I-90, SH-41 to US-95 – East; and SH-16, SH-44 Interchange projects may begin advertisement for contractor bidding prior to the closing of the 2025 bond sale; however, will not be awarded until after the closing of the 2025 bond sale.

NOW THEREFORE BE IT RESOLVED, that the Board approves advertising the I-90, SH-41 to US-95 – West; I-90, SH-41 to US-95 – East; and SH-16, SH-44 Interchange projects in advance of the 2025 bond sale.

Aeronautics Advisory Board (AAB) and Division of Aeronautics Annual Updates. AAB Chairman John Blakley introduced the AAB members and shared background on each. He reported on Leading Idaho Investments and aviation activity. Some highlights included funding was provided to non-primary community airports that require 50% matching funds for various projects such as the Council runway. Access related to the Big Creek Four remains contentious as pending litigation hedges towards emergency access only. There should be consideration for all backcountry use including access to trailways for persons with disabilities. The final determination has not been written yet. With some economic uncertainty, charters are somewhat flat – not much growth. Commercial air service is facing some revenue guarantee challenges and maintaining reliable service.

Aeronautics Administrator Tom Mahoney provided an overview on the Division of Aeronautics' (AERO) administration, finances, airport planning and development, backcountry airfields, the Unmanned Aircraft Systems (UAS) program, flight operations, safety and education and search and rescue. Some highlights included personnel turnover is at 50% in the past 1.5 years with three vacancies of the 13 positions. Aircraft registrations will soon be done similar to registering a vehicle as registrations migrate to the GEM software system. AERO's FY25 forecasted total budget is about \$5 million with 64% of revenue coming from jet and general aviation fuel tax. One-time Leading Idaho funding of \$41 million over a two-year period have supported statewide projects. The Idaho Airport Aid Program budget is \$1.25 million. AERO manages 32 backcountry airstrips in partnership with volunteers. The UAS Committee meets monthly and deployed drone support on the Quagga mussels mitigation efforts. A new airport directory of airfields is nearing release. Search and rescue data (accidents, notifications, and support hours) have all increased from 2023 to 2024. Support hours includes time spent deciphering beacon notifications many of which are false.

In response to Member Bulger's question about causes of false beacon notifications, AA Mahoney stated many are from testing or are triggered by G-sensors. For example, sensors can accidentally be set off by a significant bump when in the hanger.

Member Hoff commented the on the efficiency and value of Idaho's operations - citing it is more than recreational use. And he expressed the importance of maintaining a well serviced fleet.

In response to Chairman Moad’s question about residency and location of the four fatalities last year, AA Mahoney stated most were not in-state residents and were in the backcountry.

Executive Session on Legal and Personnel Issues. Vice Chair DeLorenzo made a motion to meet in executive session at 11:30 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Thompson seconded the motion and it passed unanimously by roll call vote. Chairman Moad stated the meeting will adjourn at the conclusion of executive session.

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

The Board ended executive session at 12:15 PM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 12:15 PM.

Read and Approved
February 19, 2025
Boise, Idaho

Signed
WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board