



## Idaho Association of Counties Transportation Committee Meeting Minutes

Tuesday, February 5, 2019  
8:00 am - 9:30 am  
Riverside Hotel - Aspen Room

### Members Present

Doug Zenner, Nez Perce Co. Commissioner, Chair  
Jacob Greenberg, Blaine Co. Commissioner, Vice  
Phil Lampert, Benewah County Commissioner  
Tracie Lloyd, Canyon County Treasurer  
Dwight Davis, Cassia County Assessor  
Greg Shenton, Clark County Commissioner  
Mike Ryan, Clearwater County Commissioner  
Jordon Stoddard, Fremont County Commissioner  
Ron Buhler, Gooding County Commissioner  
Skip Brandt, Idaho County Commissioner

Scott Hancock, Jefferson County Commissioner  
Linda Jones, Lincoln County Assessor  
Todd Smith, Madison County Commissioner  
Kathleen Atkinson, Oneida County Assessor  
Joe Merrick, Owyhee County Commissioner  
Reece Hrizuk, Payette County Commissioner  
Deanna Curry, Power County Treasurer  
Brent Reinke, Twin Falls County Commissioner  
Nathan Marvin, Washington County Commissioner

### Members Absent

Robert McQuade, Past President  
Glenda Poston, District 1 Representative  
Wayne Butts, WIR Representative

### Others Present

Bob Short, Benewah County Commissioner  
Bob Kunau, Cassia County Commissioner  
Chris Goetz, Clearwater County Sheriff  
Kristin Cundiff, IAC, Director of Operations  
Joe Johns, Kootenai County, Chief Deputy Assessor

Jeff Miles, LHTAC  
Laila Kral, LHTAC  
Bob Sonnichesen, Senator Crapo's Office  
Bert Brackett, Senator, State of Idaho

### I. Call to Order

Zenner called the meeting to order at 8:00 am.

### II. Welcome and Introductions

Zenner welcomed the attendees to the Transportation Committee Meeting. A sign in sheet was passed around the room to capture attendance. Zenner requested that the committee add 129,000 pound truck legislation to the agenda.

*Greenberg moved to add 129,000 pound truck legislation to the agenda, Davis seconded. Motion carried unanimously.*

### III. Approval of September 2018 Minutes

*Shenton moved to approve the September 2018 minutes, Brandt seconded. Motion carried unanimously.*

### IV. LHTAC Discussion

Jeff Miles, LHTAC Administrator, began his discussion by reviewing the handout on bridges in Idaho that was passed out to the attendees. After reviewing some of the key points on the handout, Miles

indicated that LHTAC is very concerned about bridges throughout Idaho. Staff is going to be contacting counties to find out about local bridges and how they can provide assistance. There is a possibility that Idaho might need to look at grants and funding from the legislature to address this issue. LHTAC staff is always available for other assistance and Miles encouraged the attendees to contact them with concerns or questions.

## **V. Legislative Update**

Senator Bert Brackett, Senate Transportation Committee Chair, provided a brief update to the attendees. Brackett noted that the economy is strong, which indicates that the tax receipts should be coming in at record levels. The bad news is that the revenue isn't coming in as expected due to changes in federal income tax laws and taxpayers not updating their withholdings accordingly. The legislature does budget conservatively so they are looking at a tight budget for 2020.

The Surplus Eliminator has been successful but sunsets if we don't do anything this session. Brackett is fearful that transportation is going to come out on the short end of things this year with the other issues on the table including Medicaid Expansion. ITD has committed to putting out information on the Surplus Eliminator and how the money has helped local governments across the state.

Brackett mentioned that he didn't think that the state would take away the local authority on the 129,000 pound trucks. The two-step process allows jurisdictions to approve route and then issue permits. In the current legislation, the route is not subject to judicial review but the permit is.

Brackett explained to the group that the rainy day fund was approximately \$400 million at the last economic downturn and the state ran out of the money. They strive to have about 22% in the rainy day fund.

One attendee asked what Brackett thought about the aging bridges and how they could be funded. Brackett responded that he didn't have a good answer. He thought the gas tax should have been raised more the last time but he thought we did the best we could. There is still a possibility to raise it more and he would support raising it 3-5 cents. He didn't think we were quite there in terms of support at the legislature.

## **VI. Airports Discussion**

Bill Statham, ITD's Division of Aeronautics, addressed the group on airports. Statham brought handouts for all the members of the committee. The handouts included an overview on funding and services available to county airport sponsors. The funding and services include the Idaho Statewide Capital Improvement Program (ISCIP), the Idaho Airport Aid Program (IAAP) Grants, Maintenance and Safety Supplies Program, Small Airport Planning Projects, and Airport Compatible Land Use and Height Zoning. Statham noted that he would follow up with the Transportation Committee members that were not present to make sure they receive the information. IAC also retained a copy of the handout in case counties have questions on how to get in touch with Statham or the other staff in the airport planning and development department.

## **VII. Federal Update**

Bob Sonnichsen, State Director for Senator Crapo, addressed the group on behalf of Senator Crapo. Sonnichsen reported that Senator Crapo wants to assure the solvency of the Highway Trust Fund to continue funding transportation throughout the United States. The Congressional Budget office has estimated that the Highway Trust Fund needs an additional \$144 billion to remain solvent. Simply raising the excise tax on gasoline doesn't address the issue. Senator Crapo looks forward to working with his colleagues as both a member of the Finance Committee and Chair of the Banking Committee. Sonnichsen noted that the Treasure Valley was able to get \$92 million to work on I-84 between Franklin Road and Caldwell.

Crapo's office has reached out to the airport in Lewiston to see if there is a carrier that will bring back a direct flight to Boise. Unfortunately, they haven't been able to find a carrier that will fly direct from Lewiston to Boise. The issue is on their radar and they will continue to see what they can do.

The office is also working on figuring out to fund overpasses near the INL campus in Idaho Falls and in Sandpoint to get people safely to the beach.

## **VIII. Transportation Legislation**

Grigg reported that IAC is looking for feedback from the Transportation Committee on the 129,000 pound truck legislation. He passed out a working draft for the members to review. Currently, the state issues permits for 129,000 pound trucks to operate on the state system. Local jurisdictions have been able to designate where these heavier trucks could operate but no permits have been issued so it is difficult to enforce.

This legislation proposes a framework for local jurisdictions to operate 129k pound trucks on their infrastructure. Local jurisdictions can choose to not allow these trucks to operate. If they decide they want to let them operate, they would designate the routes. Once the routes have been set up they must set up a permit process for the trucks to receive permits. The draft allows for judicial review of the permit process. Grigg has met with some of the stakeholders and they are willing to pull the judicial review piece from the draft if the locals will agree to the rest of the draft.

***Lampert moved to support the legislation with the removal of the judicial review component, Ryan seconded. Motion passed 17 to 2.***

There is a piece of legislation that has been introduced regarding the removal of local control in terms of the ability to create ordinances that restrict the use of cell phones while driving. The IAC Legislative Committee has opposed the bill. Grigg noted that it is currently being held at the desk and it might not go any further this year.

With no other business, Zenner adjourned the meeting at 9:27 am.