

## Transportation & Infrastructure Committee

January 30, 2023 | 2:30 pm –3:45 pm  
Riverside | Boise, ID | Juniper

### MEETING MINUTES

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- 2:30 pm Call to Order | *Chair Todd Smith*
- Welcome and Introductions
  - Approval of September 2022 Meeting Minutes Kamanchi moved to approve. Reinke seconded. Motion carried.

2:35 pm Transportation Partnering, ITD Legislation Update | *Scott Stokes, Director, Idaho Transportation Department*

Director Stokes expressed appreciation for the partnership with counties. He mentioned challenges affecting everyone, including workforce challenges, supply chain issues, and inflation (including the cost of fuel and operations) as some of the more difficult challenges. On the positive side, he mentioned Governor Little’s leadership, including his willingness to really invest in transportation.

FY23 Supplementals proposed include (\$200 M) for the Local Idaho Local Bridge program for bridges identified as poor and posted for load and airport improvements (\$35 M one-time). Traditionally, the state has put in a million dollars a year. Last year, it was \$6 million. If counties have airport needs, now is the time to implement them—Pedestrian Safety (\$10 M one-time) focusing on helping children get to school safely. Local transportation grants (\$100 M one-time) is a new program that ITD would administer. It would be competitive by project for additional projects beyond the resources of your counties. In concept, the idea is that half would go to larger urban areas, and the other half would go to more rural areas.

FY24 Budget Enhancements proposed include Transportation Safety & Capacity \$98.8 million (one-time) split 60/40 between state and locals. GARVEE Bond 2014 Payoff (\$37.5 million one-time. Road and Bridge Maintenance \$206 million (one-time) with intent to request for this “one-time” payment every year.

Fuel tax is down right now, but registration fees are up. As a whole, the user fee revenues are on target.

Policy 4028: 12.6% of \$386.5M in federal monies are shared with locals. MPOs asked for a review of this policy. Rural areas receive \$21.5M. The Boise area was federally required to receive \$11.1M (more than their share according to the formula), so ITD uses part of their portion to keep the other MPOs whole. The Board tried to stay as close to the original formula as possible.

DMV Coordination: ITD wants to increase and improve communication with commissioners in addition to sheriffs and assessors. The online portal is expanding, allowing for e-notifications and eliminating convenience fees for driver's licenses. It will reduce operations costs for ITD.

The ITD Board will be offering regional board workshops once again. With meetings scheduled in Twin Falls (April 19-20), Pocatello (May 17-18), Boise (June 14-15), Idaho Falls (July 19-20), CDA (August 16-17), and Lewiston (September 20-21). ITD wants to continue to work together, including working on challenges. Chairman Smith thanked Director Stokes and acknowledged that this is the first time the ITD Director has presented to IAC's Transportation & Infrastructure steering committee.

2:50 pm

LHTAC Grant Opportunities | *Laila Kral, Executive Administrator, Local Highway Technical Assistance*

Laila Kral gave an overview of LHTAC, including funding programs, annual workshops, equipment loans, the T2 training program, and technical assistance.

The council is governed by a board made up of three county commissioners, three highway district commissioners, three city officials, and three ex-officio members: executive directors of IAC, IAHD, and AIC.

LHTAC administers several programs, including most local federal aid funding, including about \$55 million annually through Rural, Small Urban, Bridge, Safety, and Transportation Alternatives. LHTAC also administers other federal programs, including one-time monies.

The T2 Program offers classes 9-10 months a year. All of the new funding transportation requests made by the Governor this year are for locals.

Kral gave an update on the state of bridges in Idaho. Six percent of local bridges are in poor condition, and 69 percent are rated as fair, one step away from poor. The Leading Idaho Local Bridge (LILB) Program started last year. The goal was to repair 1/3 of the poor and/or posted for load local bridges. No local match is required. Efficiency and

less red tape are involved when using state dollars. Projects also create lots of work for local consultants and contractors. The LILB program also covers projects that don't fit into traditional federal aid programs. Projects range from \$500K-\$20M. From bill signing to standing up a program and ranking bridges, the first bridge was constructed within six months. Round one focused on more straightforward, high-ranking projects. The second round focused on the most difficult, high-ranking projects.

3:15 pm Idaho Broadband Advisory Board Update | *Ramon Hobdey-Sanchez, Broadband Development Manager, Idaho Department of Commerce*

Ramon Hobdey-Sanchez gave an update on the Idaho Broadband Advisory Board. On the horizon, there are two federal programs. The Capital Projects fund comprises \$125 Million for broadband projects that must be completed by December 2026. The goal is to get awards obligated and funded by July 1, 2023. The federal monies have a lot of regulations, but there is some flexibility. The board is working on setting up guidelines for the grant process to help.

The BEAD money (every state is guaranteed \$100M, then it will be based on need) is based on broadband upload and download speeds. Unconnected areas must be prioritized before other areas.

The Idaho Broadband Advisory Board (IBAB) chose two projects to spend the \$35 million in state funds. They chose IRON partnered with the Intermountain Infrastructure Group (a public-private partnership). It will connect the middle-mile backbone from Grangeville to Star. And a second project to connect the middle-mile from Grangeville to Lewiston to Moscow. Half of the capacity will be for local jurisdictions. After awarding the two grants, \$8.7M remains in the fund. IBAB is technology agnostic, meaning they don't have a preferred technology for awarding grants. Hobdey-Ramos recommends communicating with your ISPs and other local partners to ensure the dollars are invested most efficiently.

A question was asked about what Idaho is doing to improve mapping accuracy in Idaho. They will overlay the FCC data with data collected through Ookla contracted by Dept. of Commerce and Imagine Idaho data.

3:35 pm Transportation/Infrastructure Legislation | *Sara Westbrook, Director of Government Affairs, Idaho Association of Counties*

Sara Westbrook gave an update on House Bill 49: TEACM. Mollie McCarty shared that ITD suspects that adding the word "maintenance" does not help locals as intended since TEACM technically only applies to ITD. Sara and Mollie agreed to discuss this issue to ensure no unintended consequences.



*The committee adjourned at 3:30 p.m.*

# Transportation Committee

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*Madison Commissioner*

### VICE-CHAIR

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*Idaho Commissioner*

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