

**MINUTES OF THE  
LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL (LHTAC)  
COUNCIL MEETING SEPTEMBER 12, 2024**

Council Members: Mayor Robert (BJ) Berlin, City of Roberts; Mayor Kari Peterson, City of Fruitland; Mayor Rod Plank, City of Kellogg; Commissioner Kevin Renfrow, South Latah Highway District; Commissioner Gilbert Hofmeister, Power County Highway District; Commissioner Phil Lampert, Benewah County; Commissioner Todd Smith, Madison County; Kelley Packer, Executive Director at Association of Idaho Cities; Sara Westbrook, Director of Government Affairs at Idaho Association of Counties; Mandy Legarreta, Communications Director at Idaho Association of Highway Districts

Council Absent: Commissioner Neal Gier, Buhl Highway District; Commissioner Mark Rekow, Gem County

LHTAC Staff: Laila Kral, Megan Kautz, Ken Kanownik, Nancy Ziebarth, Mike Cram, Kevin Kuther, Chainey Rhoades

**ROLL CALL**

Chair Peterson opened the meeting at 8:10 a.m. (PT) and asked for roll call. Nancy Ziebarth provided a roll call and it was determined there was a quorum.

**AMENDMENTS TO AGENDA**

There were no amendments to the agenda.

**COUNCIL AND STAFF UPDATES**

Laila Kral thanked Mac Pooler, former Mayor of City of Kellogg and long-standing LHTAC Council member, for his 16 years of service. Mac shared his appreciation for his time on the Council and noted how proud he is of how far LHTAC has moved forward.

Laila shared a news story that was recently published about a Leading Idaho Local Bridge in Kellogg being named after Mac Pooler.

Laila also noted that Chainey Rhoades was hired as the T2 Director and there is still a position open for an Engineer.

**GUEST SPEAKER**

There was no guest speaker.

**APPROVAL OF MINUTES**

**Motion by Member Renfrow. Motion: For Council to approve the draft minutes from June 13, 2024, July 2, 2024, and September 5, 2024, as presented.**

**Seconded by Member Berlin. Motion Passes.**



## **MEETING DATES**

Nancy Ziebarth noted that the December 12, 2024, meeting will be held at the LHTAC office.

The proposed meeting dates for 2025 include Thursday, March 13, 2025 in Boise; Thursday, June 12, 2025 in Boise; Wednesday, September 10, 2025 will be the Bus Tour and Thursday, September 11, 2025 will be the Council meeting, location to be determined at a later date; and Thursday, December 11, 2025 in Boise.

Nancy also proposed dates for Virtual Executive Committee Meetings that coincide with LILB Bid Openings in the event a bid justification is needed. Those dates include October 3, 2024, at 10:00 a.m.; October 31, 2024 at 10:00 a.m.; November 21, 2024 at 10:00 a.m., and December 19, 2024 at 10:00 a.m.

Discussion: There were no conflicts at this time regarding the proposed 2025 meeting dates or the virtual Executive Committee meeting dates.

## **FINANCIAL REPORTS**

### **Surplus Property Disposal**

Mike Cram reported that there were no surplus property disposal items.

***No vote needed since there are no items disposed of.***

### **Financial Statements**

Mike Cram reported on Financial Statements from May through June 2024 and July 2024 which is the start of the new fiscal year.

Notes for FY24 include:

In August, the auditors came and we are awaiting their report.

Revenues:

- Miscellaneous income shows the revenue received from a vehicle that was totaled and the sale of another vehicle.
- Highway Distribution Account Appropriation funds were above budget.
- House Bill 354 (General fund) shows that it is low, which is due to a journal entry that the auditors requested during last year's audit moving it from one year to another. All the anticipated money was received.
- Investment Pool Interest Rates are starting to go down, but LHTAC is still getting a good rate. Most of the interest in this category is largely due to the Leading Idaho Local Bridge (LILB) funds held. The interest earned from LILB stay with that program.
- FHWA Reimbursement was down due to a \$600,000 audit adjustment.
- ISPWC Revenue is up due to having a second agreement with the ISPWC Committee to work on some tax items they need help with while applying for a 501C3 status.



- T2 Program is up partly due to the amount of technical assistance on grants being coded to the T2 program.

Expenditures:

- LILB Administration is for staff efforts along with direct expenses such as newspaper advertising, and Fed Ex charges to send payments.
- Liability Insurance is high due to an increase in cost.
- Capital Equipment includes replacement of some computers, two vehicles, a large plotter, and the purchase of the lot.
- LRHIP Grant Distribution is the money disbursed for the year for grants.
- LILB Contracts is the money disbursed for design and construction contracts.

Year to Date FY24 Net Income for LHTAC is (\$3,847,690); T2 is \$209,901.  
The Program to Date Fund Balance for LILB is \$108,105,978.

Discussion: Is there a budget for the LILB Administration and do you anticipate it being the same amount for next year? When the program was being discussed, LHTAC was asked what administration costs would be. LHTAC indicated it would be between 1-2% with this large scale of a project. With the interest LHTAC is earning, LHTAC should be able to cover all the administration costs with that. The team discovered Environmental is taking more effort on some of the bridges and also that more of a touch on construction is needed. Even with these additional efforts, the team don't anticipate having to touch the principle of the Legislative transfer money even though 1-2% for administrative costs was reported.

Discussion: With ICRMP rates going up, have other quotes been received? Mike indicated he will investigate other options. **STAFF ACTION**

Item of note for FY25 include:

- Building Debt Service, in July a payment was made to pay off the 3330 Grace building, so both buildings are now owned outright.

Year to Date FY25 Net Income for LHTAC is (\$389,294); T2 is \$28,983.  
Program to Date Fund Balance for LILB is \$69,659,604.

Balance Sheet as of July 31, 2024

- Total Assets: \$119,748,488
- Total Liabilities: \$39,776,980
- Net Equity: \$79,971,508

Mike noted that on the balance sheet, he has added a line item for Vacation Reserve in the event an employee leaves and has a large payout of vacation time. There is a new accounting standard that requires us to show a reserve for vacation and sick time.



#### LRHIP Expenditures FY24

- Total Expenditures: \$6,584,054
- Outstanding grants which were not requested/paid as of 6/28/24: \$3,683,530

#### LRHIP Expenditures FY25

- Total Expenditures: \$7,424,143
- Outstanding grants which were not requested/paid as of 6/28/24: \$7,024,143

**Motion by Member Renfrow. Motion: For Council to approve the Financial Statements as presented. Seconded by Member Berlin. Motion Passes.**

#### **ADMINISTRATOR REPORT**

Laila Kral reported that many projects were completed this summer, and the team has been busy with end of year delivery.

Idaho Transportation Board held workshops in Districts One, Three and Six where she presented information on LHTAC, LILB and Children Pedestrian Safety Programs.

While she was in District One for the workshop, there was a Federal Lands Access Program Decision Committee meeting that she attended, and they toured a few projects including the Yellowstone Trail Road which is an Eastside Highway District project. They discussed potential options for their projects to move forward. They also visited the FLAP project, Moon Pass Tunnel. There was also a slide that happened in this area last year, which received Federal-aid Emergency Relief.

Laila reported that Chainey Rhoades, new T2 Director brings experience and knowledge that will provide an extra level of technical assistance as well as teach more classes.

The LHTAC 30<sup>th</sup> Anniversary open house was held June 13<sup>th</sup> and attended by colleagues and partners from ITD, FHWA, consultants and past employees. It was estimated that over 75 people attended.

Laila reported that she visited several projects which is part of the close-out process for LILB and Federal-aid projects. She also spoke on a panel at the Western States Retreat hosted by Idaho Association of Counties about local partnering. She met with the new ACHD Director Ryan Head.

Recognition received from Kevin Howard for LHTAC celebrating 30 years. Clarissa Lucas received recognition from Julie Hausknecht from ITD indicating the CE received was well written. Brian Wright and Kevin Kuther received recognition from the Mayor of St. Antony expressing gratitude for the Safety Program and the benefit it provides.



## **DEPUTY ADMINISTRATOR REPORT**

Ken Kanownik reported that no changes are expected to Federal formula funds or new programs with ITD's completion of their Carbon Reduction Strategy. On August 30, 2024, Federal redistribution levels were announced bringing funding to 100% in Small Urban and Rural categories while Transportation Alternatives (TAP) and Bridge programs receiving over 100% of the original appropriated amounts. TAP will distribute the additional funds across existing projects to cover the cost increases. Bridge program surplus will cover bridge inspection costs which have gone up and will allow Federal bridge funds to be used in future years. Ken gave kudos to staff that worked to keep this organized.

Two new grant programs (Bridge Investment Program and Safe Streets and Roads for All) were announced this quarter and staff assisted with applications. Boundary County and Valley County had successful applications for the Bridge Investment Program. Bonneville County submitted an application which was successful and LHTAC will administer that project. The three RAISE grant applications submitted were not awarded. We were notified after the awards were announced, noting that LHTAC was not an eligible applicant due to them incorrectly noting us as a non-profit agency instead of a Local Agency. This issue has been corrected. Staff has completed a full year of grant support and lessons learned will be summarized at the December meeting. STAFF ACTION

## **STAFF TRAINING**

Nancy Ziebarth reported that 12 trainings were taken by staff between June 1 and August 31, 2024.

Megan Kautz reported that in early August, staff reached out to a local contractor to provide staff training on Comprehensive Plan Review Techniques. This was an opportunity for design and construction staff to learn tips and tricks to help LHTAC improve Design Reviews.

## **PARTNER UPDATES**

**Association of Idaho Cities:** Kelley Packer reported the Clerks conference will be held next week at the Riverside Hotel. The Legislative Summit will be held in December. They are starting to see policy ideas coming forward, including one for clarification on speed limits. She noted that she would like to work on marketing to help the locals understand LHTAC's programs better and how LHTAC can help with applications and guidance.

Laila Kral noted she was in a meeting where she was asked about speed limits regarding enforcement, who sets the limits, and language in the code saying, "the board" and wanted to know who "the board" was. Laila referred them to AIC who is helping to identify those details. This is a great example of how our partnerships work.

**Idaho Association of Counties:** Sara Westbrook thanked Laila Kral, Nick Veldhouse and Kelley Packer for participating in the Locals Partner Panel that was recently held.



The annual conference will be held on September 23, 2024, at the Boise Center. There are 34 new County Commissioners starting in November, so they are providing training for the newly elected officials.

**Idaho Association of Highway Districts:** Mandy Legarreta reported that the convention will take place November 11<sup>th</sup> at the Coeur d'Alene Resort. There are approximately 200 members attending, and there is a waiting list for vendors. There are 439 individual tickets purchased so far.

**Idaho Transportation Department:** Robert Bechler reported that at the upcoming Board meeting, the Office of Communications will be presenting all of the public comments received regarding the seven-year ITIP that closed in July. The Board has moved to a workshop format rather than the bus tours that they previously did. This provides an opportunity for the locals to share information about their projects.

## **PROGRAM UPDATES**

### **Efficiency Measures:**

Kevin Kuther, Megan Kautz and Ken Kanownik reviewed the efficiency measures and the results.

Design Closeout achieved 100% of the 85% goal; Design Consultant Agreement achieved 100% of the 90% goal; PS&E Delivery achieved 7% of the 75% goal; Construction Change Orders achieved 100% of the 80% goal; Construction Closeout achieved 100% of the 70% goal; Construction Consultant Agreement achieved 100% of the 90% goal. Leading Idaho Local Bridge Program Percent Invoices paid within 30 days achieved 90% of the 100% goal; Safe Routes to School Invoice Reporting achieved 100% of the 100% goal; Transportation Alternatives Percent Obligated achieved 34% of the 75% goal.

### **Federal-aid Design (Rural, Small Urban, Bridge):**

Kevin Kuther reported that the fiscal year starts on October 1<sup>st</sup> and all our Obligation Authority (OA) was received at the end of August. We have until September 6<sup>th</sup> to spend all the funds received. He was happy to report that all the funding was utilized.

### ***Rural Program:***

Kevin Kuther reported that FHWA has authorized \$18.2M for FY24 for the Rural program and all scheduled funds will be obligated in FY24. LHTAC has received information that this program will not receive additional funds. There are three FY24 projects with multiple funding sources that are scheduled for construction, one project that has bid and two additional PS&E ready projects with construction estimating \$9.86M waiting for funding.

### ***Small Urban/Large Urban (MPO)***

Kevin Kuther reported that FHWA has authorized \$4.9M for FY24 for the Small Urban program and all obligations have been submitted spending 100% of the available



funding. There are two FY24 projects scheduled for construction. There are additional design projects that can be advanced with an estimated cost of \$1.7M

**Bridge:**

Kevin Kuther reported that FHWA authorized \$19.35M for FY24 for the Bridge program and all obligations have been submitted spending 100% of available funding. There are three projects to be advertised for construction.

FHWA is expected to release an additional \$2.4M in Bridge Off-system carryover that needs to be obligated in FY24. Three Off-system bridge projects were advanced in anticipation of the carryover funds. Since this money has not been released, it doesn't give enough time to advance the bridge projects in FY24. The carryover amount will be put into the Local Bridge Inspection Program to offset future year costs.

**Federal-aid Construction:**

Megan Kautz reviewed before and after pictures of some projects that were completed. There are currently 13 active construction projects. Jayme Coonce is managing three projects, Matt Koster is managing five projects, and Megan is managing six projects.

Megan noted that she is on the Peer Review Advisory Group (PRAG) and Muhammad is on the Technical Advisory Group (TAG). These groups started as a pavement focus group to get on the same page as AGC with pavement specification. Over the last 6 months, we have seen a shift to this being a smaller focus group with AGC, LHTAC and ITD representatives to address issues.

There were no contractor surveys sent or received this quarter.

Items of note include the Cherrylane Bridge. Field work is complete, however, there is one claim requesting \$1.5M in steel escalation. The claim was denied by the District Engineer/LHTAC Administrator and the Contractor appealed the decision to the ITD Chief Engineer. The Chief Engineer held a claim hearing including Nez Perce County, Cascade Bridge, HDR, Civil Science and LHTAC on July 31, 2024. After discussions and research, a settlement was reached for \$550,000. Another claim is expected on this project for work that was done where the Contractor was paid for and provided specification defined overhead and profit. The Contractor feels they are owed for additional overhead and profit.

Discussion: Where does the money come from to pay for claims? This project has three different funding sources and Megan has been working to find the funds within the funding sources to pay for this with project funds. There is language in the State and Local agreement that states if additional funds are needed, the local agency would pay. Laila noted that when she and Megan do reviews of claims, they do a black and white review following the specification book.



**Local Highway Safety Improvement Program (LHSIP):**

Kevin Kuther reported there were seven FY25 projects added to the Draft ITIP. Ten FY25 projects are progressing and have construction scheduled for FY25.

State and Local agreements for FY24 projects have been executed to utilize 100% of available funding. ITD and FHWA have indicated there will not be any additional funding through end of year redistribution.

There are two construction contracts for the 4<sup>th</sup> quarter which represent \$1,335,654 in LHSIP funds.

Two projects were closed out, allowing any unspent, previously obligated Federal funds to be redistributed to other projects. No contractor surveys were returned.

**Children Pedestrian Safety/Transportation Alternatives:**

Ken Kanownik reported that seven of eight 2021 projects are completed and closed out and the final project is in construction.

Thirty-four of the forty-five 2022 projects are complete and are ready for close-out. We are working on a process for close-out on the projects with pending 2024 applications or how to extend the projects with the remaining balance as starter funds. Once we have a plan, close-outs for these projects will be completed.

Seventeen of the thirty-two 2023 projects are complete and will be closed out soon.

A statewide webinar was held on August 8, 2024, to inform the 2024 applicants of the process. It is anticipated to receive the full \$10M from HB 770, staff anticipate administering the funds as previously reported and will provide a list of funded projects at the December meeting. (Staff Action)

Ken noted that a total of \$26M has been allocated to the program since 2018 with 111 projects being funded from 2018 through September 1, 2024.

***Transportation Alternatives Program***

Ken Kanownik reported that LHTAC staff held the first Safe Routes to School annual meeting on August 13, 2024. The meeting included a mix of classroom and field sessions covering all eligible activities under Safe Routes to School.

As of September 1, 2024, for FFY23, there are 14 active projects in design, five in construction and seven completed projects. FFY24 has three active design projects, 12 in construction and nine completed projects. FFY25 has seven active projects in design and 13 in construction.

**Leading Idaho Local Bridge:**

Ken Kanownik reported that the program has 46 completed projects, 42 in the construction phase, 148 in design and five undergoing testing and analysis. Bidding over the past three months has been less volatile and most projects coming in under



engineer estimate. The first larger multi-span bridge was advertised in July. An onsite contractor walk-through helped contractors better understand the project and led to some adjustments in the special provisions for the project and more competitive bidding.

Staff is noticing an increase in small constructability issues which are resulting in change orders and unexpected costs to the program. These are mostly quantity errors or utility conflicts, resulting in additional costs between \$10K-\$50K. This is happening on a small amount of projects and does not raise concerns on funding projections.

Discussion: With having some bridges completed, what are the learnings so far and how are you adapting? Ken noted that we are fine tuning our efficiencies and figuring out how to improve workload. Megan Kautz noted that originally, the construction staff was going to be more hands-off and have now become more involved in the construction of each project working with the consultants, contractors and locals making sure they are getting quality products. Laila Kral noted that one area that has been adjusted is the procurement contracts. Originally, ranges of sizes for the structures were given to the contractors, which caused changes to quantities and resulted in change orders. She also noted that by choosing one prime consultant for both design and construction, it was meant to help with any issues that came up in the construction phase due to it being the same consultant. However, we realized it was important to have LHTAC construction review the design team submittal to make sure any issues or problems are being caught. Laila also reported that with \$200M left in the program, we still want to take a cautious approach with asking for package approvals in case any unexpected project costs come up.

## **T2 Center and Technical Assistance:**

Chainey Rhoades reported that the fall 2024 class schedule was published on August 21<sup>st</sup> and registration opened August 28<sup>th</sup>. Fifty-eight classes were scheduled to start September 9<sup>th</sup> and finish on December 19<sup>th</sup>. Chainey noted that Nancy Ziebarth implemented a QR code for participants to complete their evaluation of the class and instructor which gives the participants a confidential way of submitting evaluations.

There were 25 Road Scholar, and 18 Road Master awards presented to City of Teton, City of Post Falls, City of Jerome, Worley Highway District, City of Bonners Ferry, City of Moscow, Shoshone County, City of Ketchum, City of Chubbuck, Ada County Highway District, Washington County and City of Grand View between March 21 and August 14, 2024.

Chainey noted that with the help of Brody Johnson, we are creating a "Welcome" video as well as a video promoting Build a Better Mousetrap. These videos will be shown at each training session.

The Advisory Board met on August 26, 2024, and items discussed included updates and progress on the work plan, FFY25 draft budget, two new board members were welcomed including Dustin Gilmore from City of Nampa and Bradley Barton from Boundary County.



The Pocatello Safety Fest was held May 6-10, 2024, where Nancy helped with registration and will be assisting again in 2025. We will also be assisting with the Boise Safety Fest January 6-10, 2025.

The National NLTAPA conference and business meeting was attended by Nancy Ziebarth and Chainey and was held in Albuquerque New Mexico July 21-25, 2024, and included trainings and updates on the program.

A new Class Management System is still being researched and the hope is to have it in place Spring 2025. The next two Leadership courses are being coordinated with the BSU Extended Studies program with the hope that development will be ready for Spring 2025.

Technical assistance provided included items such as information on grant program opportunities, traffic counters, traffic sign safety, 129K routes, and sign retro reflectivity.

## **NEW BUSINESS**

### **Application Approvals:**

#### **2025 LHSIP Application**

Kevin Kuther reported that the updates include the 2025 due date and clarifications.

**Motion by Member Berlin. Motion: For Council to approve the 2025 LHSIP Application as presented. Seconded by Member Renfrow.**

#### **2025 LRHIP Application**

Megan Kautz reported that proposed changes include clarification edits including that a project map is not required for sign or transportation plan grant applications; require that letters of support be signed; update question giving credit for T2 attendance to require the jurisdiction to attach a list of their current, full time employees and then LHTAC can use that to determine those that have attended classes and will contribute to the scoring of the question; and clarified that when receiving credit related to the last time the jurisdiction received funding, the funding year considered will be the application year.

**Motion by Member Lampert. Motion: For Council to approve the 2025 LRHIP Application as presented. Seconded by Member Berlin.**

#### **2025 Federal-aid Rural Application**

Kevin Kuther reported that proposed changes include general revisions and updates to reflect the 2025 title and due dates; language to clarify that in-kind work is not permitted towards match; clarification language added and increased the Federal funding amount from \$2M to \$3M; applicants are required to provide background information or data to support the ITD 1150; and revised question 9 on the application score sheet to be consistent with all other LHTAC funding applications.



LHTAC requested public comments on the Rural application and no comments were received.

**Motion by Member Lampert. Motion: For Council to approve the 2025 Federal-aid Rural Application as presented. Seconded by Member Berlin.**

#### **2025 Federal-aid Bridge Application**

Kevin Kuther reported that LHTAC staff will use the prioritized list from last year to add projects to the ITIP with the next update if program funding is available, but is recommending not accepting Federal-aid Bridge applications to stay on an every other year cycle.

**Motion by Member Berlin. Motion: For Council to not accept Federal-aid Bridge applications for 2025 as presented. Seconded by Member Smith.**

#### **2025 Federal-aid Small Urban Application**

Kevin Kuther reported that the goal is to accept Small Urban applications every other year. LHTAC accepted applications last year and filled the program with the top scoring projects. LHTAC requested public comments and four responses, and three individual comments were received.

**Motion by Member Berlin. Motion: For Council to not accept Federal-aid Small Urban applications for 2025 as presented. Seconded by Member Renfrow.**

#### **2025 Leading Idaho Local Bridge Application**

Ken Kanownik reported that Round 6 completed funding (except construction cost for bridges that are funded for feasibility studies) for all 221 applications received in 2022. With the expectation that the 221 bridges will be completed with the funding allocated, staff is recommending accepting applications for bridges in poor or posted condition to fund with the \$200M remaining in the program.

Ken noted that they recommend that each applicant is limited to two applications to prioritize their bridges. It is projected that LHTAC will receive about 110 applications. The cutoff date will be adjusted to December 12, 2024. No other changes to the application are required.

**Motion by Member Plank. Motion: For Council to accept applications for the Leading Idaho Local Bridge Program for 2025 as presented. Seconded by Member Berlin.**



### **2025 Children Pedestrian Safety Application**

Ken Kanownik reported that the funding approved in the 2024 legislative session did allocate funding for the program, however, this was applied to applications received in 2023, so staff is recommending that no applications be advertised.

**Motion by Member Berlin. Motion: For Council to not accept Children Pedestrian Safety applications for 2025 as presented. Seconded by Member Lampert.**

### **2025 Transportation Alternative Program Application**

Ken Kanownik reported that the program runs on a two-year cycle and applications were received in 2024. The program is fully allocated through FFY26.

**Motion by Member Smith. Motion: For Council to not accept Transportation Alternatives Program applications for 2025 as presented. Seconded by Member Plank.**

### **Arrow Bridge Repair Nez Perce County**

Laila Kral reported that the Arrow Bridge was built in 1920, however the bridge was previously not posted therefore Nez Perce County did not submit an application for this bridge during the last round of LILB applications. In June 2024 during an ITD inspection, there was significant deterioration to the timber deck, so it was posted by ITD to reduce the capacity to 5 tons. In July the Gwen Fire started in the area of the Arrow Bridge. Many emergency vehicles and heavy equipment used this bridge for firefighting operations which led to further deterioration and required the bridge to closed. Some temporary repairs were made so the bridge could reopen to passenger vehicles. This bridge is the only access to the community and emergency vehicles. After reviewing reports and conversations with ITD Bridge section, it was determined that the deck can be replaced which will increase the load rating. LHTAC estimates the repair to be \$300K. Staff are proposing to accelerate the repair of this bridge under the LILB program. The repair will be one of two applications Nez Perce County will submit with the next application cycle.

**Motion by Member Renfrow. Motion: For Council to accelerate this project in the LILB program and to approve the funds to repair Arrow Bridge in Nez Perce County. Seconded by Member Berlin. Motion Passes.**

### **LHTAC Workshops**

Laila Kral noted that in October, staff will be touring the state to present the annual funding workshops to local jurisdictions and consultants. Mike Cram will be providing information on T2 Center, Annual Road & Street Financial Report and Local Road Inventory. Megan Kautz will provide information on LHTAC and the Local Rural Highway Investment Program. Kevin Kuther will provide information on Federal-aid Rural and Small Urban as well as the Local Highway Safety Improvement Program. Scott Wood will provide information on Leading Idaho Local Bridge program. There are ten in-person workshops, and one virtual workshop scheduled.



### **LRHIP Emergency Applications**

Megan Kautz reported that there were no LRHIP Emergency applications at this time. Total available funds are \$171,541.90. She noted that Idaho County reached out and wanted Megan to forward their gratitude for funds received for their emergency grant.

**No motion needed.**

### **Roundtable Discussion about LHTAC**

Council members noted that they encourage getting good letters of support for applications, they need to be meaningful and unique. Laila Kral noted that this will be discussed during the LHTAC workshops.

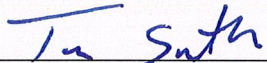
A member asked if there is an update on the lawsuit with the sale of ITD's headquarters building and will they be moving back to Headquarters? Laila noted that the lawsuit was dismissed. LHTAC is holding tight on doing anything with our property.

A member asked what Legislation is looking like with meeting the new members and going into the next session? Laila noted that she continues to talk with House Transportation members and Senate Transportation members are mostly new and will meet with them after elections.

**Motion by Member Renfrow. Motion: To adjourn. Seconded by Member Berlin. Motion Passes.**

With no further business, the meeting was adjourned at 11:42 a.m.

RESPECTFULLY SUBMITTED BY:

  
\_\_\_\_\_  
Todd Smith, Secretary/Treasurer

  
\_\_\_\_\_  
Kari Peterson, Chairman

December 13, 2024

All Staff Reports can be seen in the Council Book on our website at  
<http://lhtac.org/resources/council-meetings/>