

AGENDA  
**SENATE TRANSPORTATION COMMITTEE**  
**1:30 P.M.**  
**Room WW53**  
**Tuesday, January 14, 2025**

For members of the public to observe the meeting, please click on the following link:  
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PRESENTER</b>
<b>WELCOME:</b>	Opening Remarks	Chairman Okuniewicz
<b>INTRODUCTION:</b>	Introduction of Senate Committee members and Senate Page: Cash Johnson	Chairman Okuniewicz
<a href="#"><u>RS 31844</u></a>	Relating to motor vehicle driver's licenses; Amending Section 49-306, Idaho Code. To provide for a certain four-year Class D driver's license fee; and declaring an emergency and providing an effective date.	Sen. Shippy
<b>DISCUSSION:</b>	Administrative Rules Overview	Chairman Okuniewicz

***If you have written testimony, please provide a copy to the committee secretary.***

COMMITTEE MEMBERS

Chairman Okuniewicz  
Vice Chairman Keyser  
Sen Burtenshaw  
Sen Hart  
Sen Adams

Sen Galloway  
Sen Kohl  
Sen Rabe  
Sen Semmelroth

COMMITTEE SECRETARY

Melissa Price  
Room: WW33  
Phone: 332-1332  
Email: [stran@senate.idaho.gov](mailto:stran@senate.idaho.gov)

MINUTES  
**SENATE TRANSPORTATION COMMITTEE**

- DATE:** Tuesday, January 14, 2025
- TIME:** 1:30 P.M.
- PLACE:** Room WW53
- MEMBERS PRESENT:** Chairman Okuniewicz, Vice Chairman Keyser, Senators Burtenshaw, Hart, Adams, Galloway, Kohl, Rabe, and Semmelroth
- ABSENT/ EXCUSED:** None
- NOTE:** The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.
- CONVENED:** **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 p.m.
- WELCOME:** **Chairman Okuniewicz** welcomed the Senators and Committee Secretary, Melissa Price, to the Transportation Committee meeting, he then introduced Senate Page Cash Johnson.
- INTRODUCTION:** **Cash Johnson**, Senate Page, shared with the Committee he was a senior at Eagle High School and had always been interested in how government functioned. He emphasized how important the opportunity to be a Senate Page was to him. Outside of this role, he enjoyed golf and fishing and worked construction after school and in the summers. His future plan was to attend Boise State University and major in business administration.
- RS 31844** **Relating to motor vehicle driver's licenses; Amending Section 49-306, Idaho Code. To provide for a certain four-year Class D driver's license fee; and declaring an emergency and providing an effective date. Senator Shippy** presented **RS 31844** to the Committee. He stated this legislation reduced the cost of a four-year driver's license for individuals aged 63 and older from \$35.00 to \$30.00. He emphasized the purpose was to provide fairness for senior citizens, that the rate they paid was the same as other driver's licenses.
- MOTION:** **Senator Keyser** moved to send **RS 31844** to the floor with a **do pass** recommendation. **Senator Adams** seconded the motion.
- Senator Okuniewicz** indicated that a substitute motion for introduction was needed, **RS 31844** was not to be sent to the floor at this time.
- SUBSTITUTE MOTION:** **Senator Burtenshaw** moved to introduce **RS 31844**. **Senator Adams** seconded the motion. The motion carried by **voice vote**.
- DISCUSSION:** **Chairman Okuniewicz** gave an overview of the Administrative Rules process. He encouraged the Committee to review the Administrative Rules and the rule changes.
- Chairman Okuniewicz** discussed the Idaho Transportation Departments (ITD) State Street property. He mentioned there might be concerns about its future uses or financial impact if sold. He advised the Committee to watch for an opportunity to tour the State Street property.
- ADJOURNED:** There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 1:39 p.m.

---

Senator Okuniewicz  
Chair

---

Melissa Price  
Secretary

AGENDA  
**SENATE TRANSPORTATION COMMITTEE**  
**1:30 P.M.**  
**Room WW53**  
**Thursday, January 23, 2025**

For members of the public to observe the meeting, please click on the following link:  
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PRESENTER</b>
<b>WELCOME:</b>	Opening Remarks	Chairman Okuniewicz
<b>GUBERNATORIAL APPOINTMENT:</b>	Committee Consideration of the Gubernatorial Appointment of Robert Bloem of Hayden, Idaho to the Aeronautics Advisory Board to serve a term commencing May 9, 2024 and expiring January 31, 2029.	Robert Bloem, Owner/Chief Executive Officer, Juliett Corporation
<b>MINUTES APPROVAL:</b>	Minutes of January 14, 2025.	Sen. Burtenshaw Sen. Adams
<b>RULES REVIEW:</b>	Pending Administrative Rules Review	Vice Chairman Keyser
<a href="#"><u>35-0105-2401</u></a>	Idaho Motor Fuels Tax Administrative Rules (ZBR Chapter Rewrite) - Pending Rule	Elena Gonzalez, Aaron Yost, Idaho Tax Commission
<a href="#"><u>39-0203-2401</u></a>	Rules Governing Vehicle Dealer's Principal Place of Business and Claims to the Idaho Consumer Asset Recovery Fund (ZBR Chapter Rewrite) - Pending Rule	Brendan Floyd, Idaho Transportation Department, Policy Specialist
<a href="#"><u>39-0275-2401</u></a>	Rules Governing Names on Drivers' Licenses and Identification Cards - Pending Rule	Brendan Floyd, Idaho Transportation Department, Policy Specialist
<a href="#"><u>39-0341-2401</u></a>	Rules Governing Traffic Control Devices - Pending Rule	Brendan Floyd, Idaho Transportation Department, Policy Specialist
<a href="#"><u>39-0360-2401</u></a>	Rules Governing Outdoor Advertising, Accident Memorials, and Other Official Signs (ZBR Chapter Rewrite) - Pending Rule	Brendan Floyd, Idaho Transportation Department, Policy Specialist
<a href="#"><u>39-0365-2401</u></a>	Rules Governing Traffic Minute Entries (ZBR Chapter Rewrite) - Pending Rule	Brendan Floyd, Idaho Transportation Department, Policy Specialist

***Public Testimony Will Be Taken by Registering Through the Following Link:  
[Register to Testify](#)***

***If you have written testimony, please provide a copy to the committee secretary.***

COMMITTEE MEMBERS

Chairman Okuniewicz

Vice Chairman Keyser

Sen Burtenshaw

Sen Hart

Sen Adams

Sen Galloway

Sen Kohl

Sen Rabe

Sen Semmelroth

COMMITTEE SECRETARY

Melissa Price

Room: WW33

Phone: 332-1332

Email: [stran@senate.idaho.gov](mailto:stran@senate.idaho.gov)

MINUTES  
**SENATE TRANSPORTATION COMMITTEE**

**DATE:** Thursday, January 23, 2025

**TIME:** 1:30 P.M.

**PLACE:** Room WW53

**MEMBERS PRESENT:** Chairman Okuniewicz, Vice Chairman Keyser, Senators Burtenshaw, Hart, Adams, Kohl, Rabe, and Semmelroth

**ABSENT/ EXCUSED:** Senator Galloway

**NOTE:** The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

**CONVENED:** **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 p.m.

**WELCOME:** **Chair Okuniewicz** welcomed the Committee and introduced Robert Bloem.

**GUBERNATORIAL APPOINTMENT:** **Committee Consideration of the Gubernatorial Appointment of Robert Bloem of Hayden, Idaho to the Aeronautics Advisory Board to serve a term commencing May 9, 2024 and expiring January 31, 2029. Mr. Robert Bloem** introduced himself to the Committee, noting he was a native of Coeur d'Alene, Idaho. As the President and CEO of StanCraft Companies, he oversaw North Idaho's premier Fixed Based Operation (FBO), StanCraft Jet Center in Hayden, Idaho. He emphasized his extensive experience, professional background, and substantial investment at the Coeur d'Alene Airport, underscoring why he was well-suited to serve on the Aeronautics Advisory Board.

**MINUTES APPROVAL:** **Senator Burtenshaw** moved to approve the Minutes of January 14, 2025. **Senator Adams** seconded the motion. The motion passed by **voice vote**.

**PASSED THE GAVEL:** Chairman Okuniewicz passed the gavel to Vice Chairman Keyser.

**Vice Chairman Keyser** stated the intention of the Committee was to discuss and efficiently review each docket, before proceeding with a vote.

**DOCKET NO. 35-0105-2401** **Idaho Motor Fuels Tax Administrative Rules (ZBR Chapter Rewrite) - Pending Rule. Elena Gonzalez, Tax Research Specialist,** explained the rule changes involved a comprehensive review of the statutes and existing rules chapter to simplify and streamline the rule language in the chapter for better understanding. The chapter rewrite was conducted under the principals of zero-based rulemaking, as per Executive Order 202-01: Zero-Based Rule Regulation. **Ms. Gonzalez** added the Idaho Tax Commission (ITC) was authorized to participate in the International Motor Fuels Tax Agreement. By incorporating the procedures manual and audit manuals, the agreement allowed for the removal of repetitive provisions.

**DISCUSSION:** **Senator Adams** inquired on page 10, Section 137.02 the words "must" to "will" and what the switch meant.

**Ms. Gonzalez** responded there was a list of restricted words "shall, must, will-not, prohibited, and required". Those words were replaced with acceptable terms.

**MOTION:** **Senator Kohl** made a motion to approve **Docket No. 35-0105-2401**. **Chairman Okuniewicz** seconded the motion. The motion carried by **voice vote**.

**DOCKET NO. 39-0203-2401** **Rules Governing Vehicle Dealer's Principal Place of Business and Claims to the Idaho Consumer Asset Recovery Fund (ZBR Chapter Rewrite) - Pending Rule. Brendan Floyd, Idaho Transportation Department (ITD), Policy Specialist**, informed the Committee the rule was reviewed as part of the agency's Zero-Based Regulation review schedule. He cited page 31, he noted it was one of two Department of Motor Vehicles (DMV) rules reviewed. The first addressed a vehicle dealer's principal place of business and the Idaho Consumer Asset Recovery Fund requirements. On page 32, Section 02, it outlined Vehicle Dealer Sign Requirements, mandating an exterior sign permanently affixed to the land or building with clearly visible letters. The sign must be visible from a major avenue of traffic, comply with local building or zoning codes, and display the dealership's trade name clearly from a distance of 50 feet. **Mr. Floyd** advised that the other edits focused on liability insurance, bond requirements and dealer suspension conditions which were addressed in the statutes. He noted the rule served to clarify terms.

**MOTION:** **Senator Burtenshaw** made a motion to approve **Docket No. 39-0203-2401**. **Senator Semmelroth** seconded the motion. The motion carried by **voice vote**.

**DOCKET NO. 39-0275-2401** **Rules Governing Names on Drivers' Licenses and Identification Cards - Pending Rule. Brendan Floyd, ITD, Policy Specialist**, mentioned that the rule changes governed how names appeared on drivers's licenses and identification cards. Under Section 100.01, Punctuation Marks, only those punctuation marks permitted by the North American Card Design Standard may be used in a name.

**DISCUSSION:** **Chairman Okuniewicz** asked about the North American Card Design, he inquired how long had it been used and how was it relied upon.

**Mr. Floyd** responded the North American Card Design was designed by the American Association of Motor Vehicle Administrators (AAMVA). The intent of the document was to provide jurisdictions with guidance on the driver license/ID card design standards in order to provide a reliable source of identification and reduce a cardholder's exposure to identity theft and fraud. He cited AAMVA had been established in 1933.

**MOTION:** **Senator Kohl** made a motion to approve **Docket No. 39-0275-2401**. **Senator Adams** seconded the motion. The motion carried by **voice vote**.

**DOCKET NO. 39-0341-2401** **Rules Governing Traffic Control Devices - Pending Rule. Brendan Floyd, ITD, Policy Specialist**, stated the edits were located on page 42, and pertained to the "Manual on Uniform Traffic Control Devices for Streets and Highways", it was published by the Federal Highway Administration of the U.S. Department of Transportation. The rule aimed to ensure that states followed best practices to use uniform traffic control devices. The federal statute allowed for states to make certain deviations to address specific needs, Idaho did not use photo enforcement, high-occupancy vehicle lanes, light rail transit, and toll facilities. **Mr. Floyd** added that drivers were required to yield to pedestrians in uncontrolled crosswalks without stopping, and this provision was incorporated into the changes.

**DISCUSSION:** **Senator Hart** inquired if the "Manual on Uniform Traffic Control Devices for Streets and Highways" was available to the public.

**Mr. Floyd** responded the Manual was available.

**MOTION:** **Senator Kohl** made a motion to approve **Docket No. 39-0341-2401**. **Senator Rabe** seconded the motion. The motion carried by **voice vote**.

**DOCKET NO.  
39-0360-2401**

**Rules Governing Outdoor Advertising, Accident Memorials, and Other Official Signs (ZBR Chapter Rewrite) - Pending Rule. Brendan Floyd, ITD, Policy Specialist**, stated the proposed edits removed several definitions that were already established through Idaho Code. There were no changes to the pending rule and was adopted as originally proposed.

**MOTION:**

**Senator Hart** made a motion to approve **Docket No. 39-0360-2401**. **Senator Kohl** seconded the motion. The motion carried by **voice vote**.

**DOCKET NO.  
39-0365-2401**

**Rules Governing Traffic Minute Entries (ZBR Chapter Rewrite) - Pending Rule. Brendan Floyd, ITD, Policy Specialist**, cited the rule established procedures for generating traffic minute entries, regulating speed zoning, parking, traffic control devices, and the selective exclusion of traffic on the State Highway System. **Mr. Floyd** stated the Traffic Control section, page 82, Section 200.03, the following provisions were removed.

- a. Traffic control signals and flashing intersection beacons at locations where there are no cooperative agreements between ITD and local authorities.
- b. Flashing beacons with warning signs approved by District Engineer.
- c. Exceptions to placing stop signs at passively protected railroad crossings.

**MOTION:**

**Senator Adams** made a motion to approve **Docket No. 39-0365-2401**. **Senator Semmelroth** seconded the motion. The motion carried by **voice vote**.

**PASSED THE  
GAVEL:**

Vice Chairman Keyser passed the gavel back to Chairman Okuniewicz.

**ADJOURNED:**

There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 1:55 p.m.

---

Senator Okuniewicz  
Chair

---

Melissa Price  
Secretary



**AMENDED AGENDA #1**  
**SENATE TRANSPORTATION COMMITTEE**  
**1:30 P.M.**  
**Room WW53**  
**Thursday, January 30, 2025**

For members of the public to observe the meeting, please click on the following link:  
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PRESENTER</b>
<a href="#"><u>H 13</u></a>	RULES OF THE ROAD - Amends existing law to exempt UTVs that are equipped with a roll cage and seat belts from safety helmet requirements.	Sen. Bernt
<b>GUBERNATORIAL APPOINTMENT VOTE:</b>	Committee Consideration of The Gubernatorial Appointment of Robert Bloem of Hayden, Idaho to the Aeronautics Advisory Board to serve a term commencing May 9, 2024, and expiring January 31, 2029.	Chairman Okuniewicz
<b>MINUTES APPROVAL:</b>	Minutes of January 23, 2025.	Sen. Semmelroth Sen. Rabe
<a href="#"><u>RS 32113</u></a>	SENATE RESOLUTION: All Pending rules of the Idaho Transportation Department and the Idaho State Tax Commission have been Reviewed and Approved by the Senate Transportation Committee.	Vice Chairman Keyser
<b>AGENCY UPDATE</b>	Idaho Transportation Department 2025 Agency Update	Scott Stokes , Director, Idaho Transportaton Department (ITD)

***Public Testimony Will Be Taken by Registering Through the Following Link:***  
***[Register to Testify](#)***

***If you have written testimony, please provide a copy to the committee secretary.***

COMMITTEE MEMBERS

Chairman Okuniewicz	Sen Galloway
Vice Chairman Keyser	Sen Kohl
Sen Burtenshaw	Sen Rabe
Sen Hart	Sen Semmelroth
Sen Adams	

COMMITTEE SECRETARY

Melissa Price  
Room: WW33  
Phone: 332-1332  
Email: stran@senate.idaho.gov

MINUTES  
**SENATE TRANSPORTATION COMMITTEE**

**DATE:** Thursday, January 30, 2025

**TIME:** 1:30 P.M.

**PLACE:** Room WW53

**MEMBERS PRESENT:** Chairman Okuniewicz, Vice Chairman Keyser, Senators Sessions (Burtenshaw), Hart, Adams, Galloway, Kohl, Rabe, and Semmelroth

**ABSENT/ EXCUSED:** None

**NOTE:** The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

**CONVENED:** **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 p.m.

**H 13** **RULES OF THE ROAD - Amends existing law to exempt UTVs that are equipped with a roll cage and seat belts from safety helmet requirements.** **Senator Bernt** introduced Representative Palmer from the House Transportation Committee stating he would introduce **H 13**. **Rep. Palmer** explained that **H 13** aimed to clarify safety requirements for UTVs by ensuring that vehicles equipped with roll cages and seat belts would be exempt from the existing helmet law. However, Idaho law did not currently mandate seat belt usage in UTVs, he expressed support for amending the legislation to include a seat belt requirement.

**TESTIMONY:** **Andy Creech, Idaho Sheriffs Association (ISA)**, emphasized that requiring seat belts would significantly reduce the severity of injuries in accidents and help save lives. He encouraged lawmakers to prioritize public safety and support the amendment to ensure safer UTV operation across the State. He further expressed appreciation for the collaborative efforts in drafting **H 13** and stated the ISA was in support of the bill.

**DISCUSSION:** **Senator Rabe** inquired whether amendment language had been prepared and sought clarification on the nature of the violation. **Rep. Palmer** expressed that enforcement would make this a primary offense and the violation would be \$50.00. **Acting Senator Sessions** asked what the age limit for wearing a seat belt was and would a car seat be required for small children. **Rep. Palmer** responded all ages must wear a seat belt and car seats were under a different section of law and did not apply to UTVs.

**MOTION:** **Senator Adams** moved to send **H 13** to the 14th order of business for possible amendment. **Senator Keyser** seconded the motion. The motion carried by **voice vote**.

**GUBERNATORIAL VOTE:** **Committee Consideration of the Gubernatorial Appointment of Robert Bloem of Hayden, Idaho to the Aeronautics Advisory Board to serve a term commencing May 9, 2024, and expiring January 31, 2029.**

**MOTION:** **Senator Hart** moved to send Gubernatorial appointment of **Mr. Robert Bloem** to the Aeronautics Advisory Board to the floor with the recommendation that he be confirmed by the Senate. **Senator Rabe** seconded the motion. The motion carried by **voice vote**.

**MINUTES  
APPROVAL:**

**Senator Semmelroth** moved to approve the Minutes of January 23, 2025. **Senator Rabe** seconded the motion. The motion passed by **voice vote**.

**RS 32113**

**SENATE RESOLUTION: All Pending rules of the Idaho Transportation Department and the Idaho State Tax Commission have been Reviewed and Approved by the Senate Transportation Committee. Chairman Okuniewicz** reviewed with the Committee **RS 32113** was the approval of the administrative rules, it was the next step in the approval process.

**MOTION:**

**Vice Chairman Keyser** made a motion to send **RS 32113** to print. **Senator Kohl** seconded the motion. The the motion passed by **voice vote**.

**AGENCY  
UPDATE:**

**2025 Report from the Idaho Transportation Department (ITD). Scott Stokes**, ITD, Director, outlined achievements and projects from 2024, which focused on infrastructure improvements, maintenance, and safety. He stated in 2024 the ITD celebrated 50 years. In 1974 the Idaho Legislature passed Senate bill 1295 to establish the ITD. He commented in the last 50 years, Idaho's population had tripled and Idaho was one of the fastest growing states in the country, which put a high demand on the transportation system.

**Mr. Stokes** talked about how Idaho invested in transportation. A portion of the budget went to the Department of Motor Vehicles (DMV) and Aeronautics and 90 percent of funding went straight to roads to execute contract construction and highway operations. He stated ITD was funded through federal and state revenue sources, this included federal fuel and excise taxes. User fees were primarily state fuel tax and vehicle registration fees referred to as dedicated funds. He mentioned the Transportation Expansion and Congestion Mitigation (TECM), it was the State-funded bonding program for contract construction. These projects included the SH-16, the Heyburn interchange, and the Pocatello historic rebuild of the 1960-era system interchange. He stated across Idaho, strategic initiative funds were 100 percent programmed to projects through 2031.

**Mr. Stokes** stated that employee retention was a key concern, particularly for maintenance and operations crews. Competition from county, city, and private sector jobs made it challenging to retain qualified personnel, leading to a proposed pay increase. He also mentioned the planned relocation of the District 4 administration office from Shoshone to Twin Falls.

**Mr. Stokes** reviewed the Governors FY26 recommendation. It included increasing the Strategic Initiatives Fund and authorizing additional TECM bonding. This plan aimed to continue funding critical safety and capacity projects which were expected to deliver significant returns on investment over the long term (Attachment 1).

**DISCUSSION:**

**Senator Adams** asked in the last four to five years, if there had been significant investment in infrastructure, particularly in roads and bridges. As of the most recent metric, 81 percent of bridges were reported in good condition and 86 percent of pavements were in good condition. He asked how this compared to five years ago. **Mr. Stokes** replied the metric back five years ago were in the mid 70 percent, the upgrades reflected the positive impact of the investments made.

**Senator Kohl** inquired about the pay increase percentage for each step. **Mr. Stokes** answered the beginning wage for maintenance workers was \$18.55 an hour. Crews were put on a horizontal career path to advance through steps based on time and performance which in general took a year to two years to advance.

**Chairman Okuniewicz** inquired how long had ITD wanted to move its headquarters. **Mr. Stokes** responded ITD had discussed this relocation for many

years. **Chairman Okuniewicz** asked about the FY25 budget including the actual budget figures, how they compared to the FY26 budget, and a breakdown of the line items. **Mr. Stokes** replied he did not have the actual figures available to him at the moment but; he stated some of the line items were for equipment.

**Senator Semmelroth** asked about the measurables, the 15 percent attrition rate and how much was due to maintenance and operations turnover. **Mr. Stokes** replied, on a percentage, it was between 75 to 80 workers per year over the last three years.

**Senator Kohl** asked what the appropriation request for the new proposed District 4 Administration building was. **Mr. Stokes** replied it was \$9.6 million and ITD owned the property.

**Senator Adams** inquired what would happen to the Shoshone property when the District 4 building was moved. **Mr. Stokes** stated that two maintenance crews would remain stationed on the Shoshone property, as they were geographically positioned to serve the Sun Valley area.

**Senator Rabe** inquired how the funding was allocated and what initiatives were planned for the coming year. **Mr. Stokes** stated that the funds were allocated within the seven-year construction program, with all appropriations designated for contract construction, and the remaining budget planned for capacity and safety projects in communities with identified needs.


**ADJOURNED:** There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 2:25 p.m.

---

Senator Okuniewicz  
Chair

---

Melissa Price  
Secretary




# Idaho Senate Transportation Committee Presentation

Scott Stokes, ITD Director  
January 30, 2025

Your Safety • Your Mobility • Your Economic Opportunity

1



## ITD's 2025 Presentation

- Agency Delivery
- Reporting 2024 Results
- What's Ahead for ITD

2

The collage features several black and white photographs: a group of men in work clothes standing on a construction site; workers on a bridge or elevated roadway; a group of men in uniform standing on a flat surface; a woman in a uniform smiling; and a man in a hard hat working. A central logo for the Idaho Transportation Department (ITD) is overlaid, featuring a stylized 'ITD' and the text 'IDAHO TRANSPORTATION DEPARTMENT' and '★ 50 YEARS ★'. A small version of the ITD logo is also in the bottom right corner.

**Your Safety • Your Mobility • Your Economic Opportunity**

3

3

**Mobility for a Changing Idaho**

- Increased Population
- Inflation
- Workforce Challenges

4

4

# Enhancing Quality of Life through Transportation



Your Safety • Your Mobility • Your Economic Opportunity



5

5

## ITD Board and our 6 Districts

**D1**  
Jim Thompson  
Sandpoint, Idaho

**D2**  
Gary Osborn  
Troy, Idaho

**D3**  
Julie DeLorenzo  
Boise, Idaho

**D4**  
Mitch Watkins  
Twin Falls, Idaho

**D5**  
John Bulger  
Pocatello, Idaho

**D6**  
Bob Hoff  
Idaho Falls, Idaho

**Chairman**  
Bill Moad  
Caldwell, Idaho

1. Coeur d'Alene
2. Lewiston
3. Boise (Headquarters)
4. Shoshone
5. Pocatello
6. Rigby

Your Safety • Your Mobility • Your Economic Opportunity



6

6

## What We Do


 <b>Highways Operations &amp; Maintenance</b> <ul style="list-style-type: none"><li>• 12,276 lane miles</li><li>• 1,840 bridges</li></ul>	 <b>Construction</b> <ul style="list-style-type: none"><li>• \$966M construction program, FY24</li><li>• 56 new projects, FY25</li></ul>	 <b>DMV</b> <ul style="list-style-type: none"><li>• 3.7M total transactions</li><li>• 100+ county offices</li></ul>	 <b>Aeronautics</b> <ul style="list-style-type: none"><li>• 61 community airports</li><li>• 32 backcountry airstrips</li><li>• 6.5 commercial service airports</li></ul>	 <b>Public Transportation</b> <ul style="list-style-type: none"><li>• 49 public transportation providers</li></ul>
---	--	---	--	--

**1,645 Employees**

**Your Safety • Your Mobility • Your Economic Opportunity**



7



## Invest with Purpose

- Intentional Decision-Making
- Connecting Idaho Communities
- Safety & Capacity Investments

**Your Safety • Your Mobility • Your Economic Opportunity**



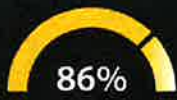



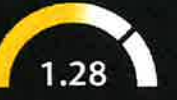
8






9

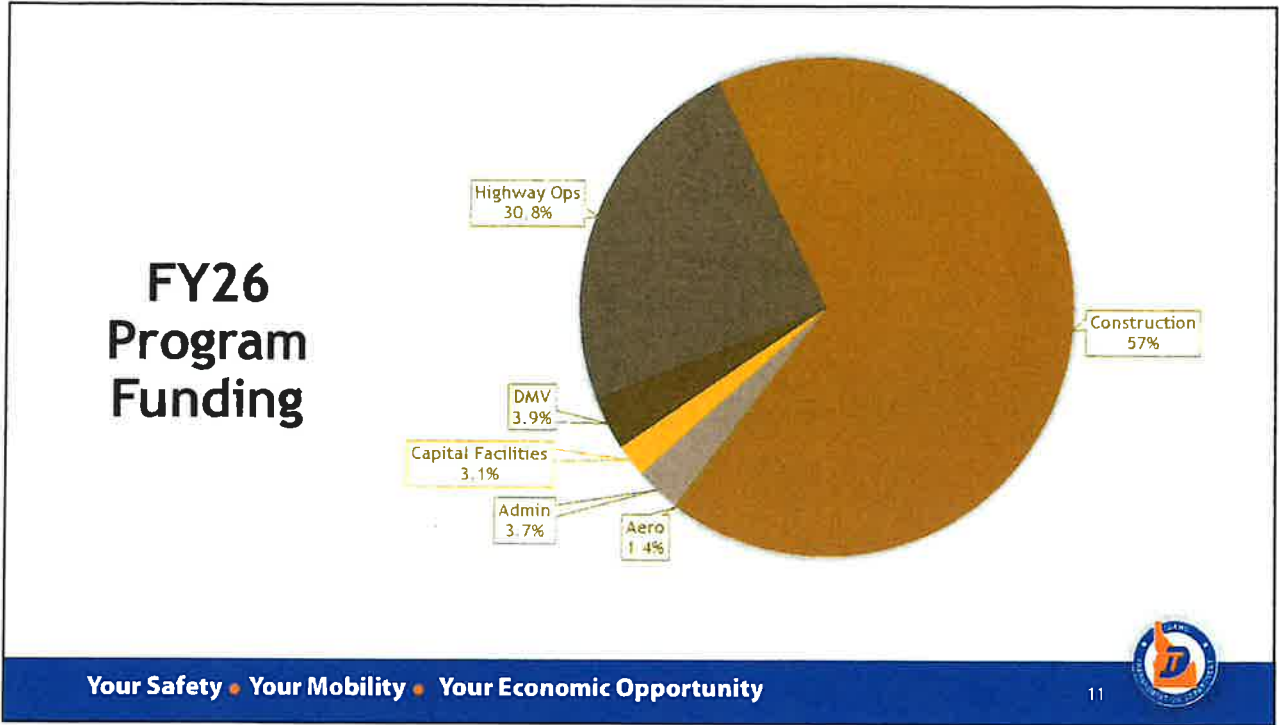
## Measurable Delivery

 <p><b>86%</b> Pavement in Good Condition GOAL: 80%</p>	 <p><b>81%</b> Bridges in Good Condition GOAL: 80%</p>	 <p><b>88%</b> Clear Hwys in Winter Storms GOAL: 73%</p>	 <p><b>15.6%</b> Employee Turnover Rate GOAL: &lt;10%</p>	 <p><b>1.28</b> Five-Year Fatality Rate GOAL: &lt;1.35</p>
--	---	---	--	---

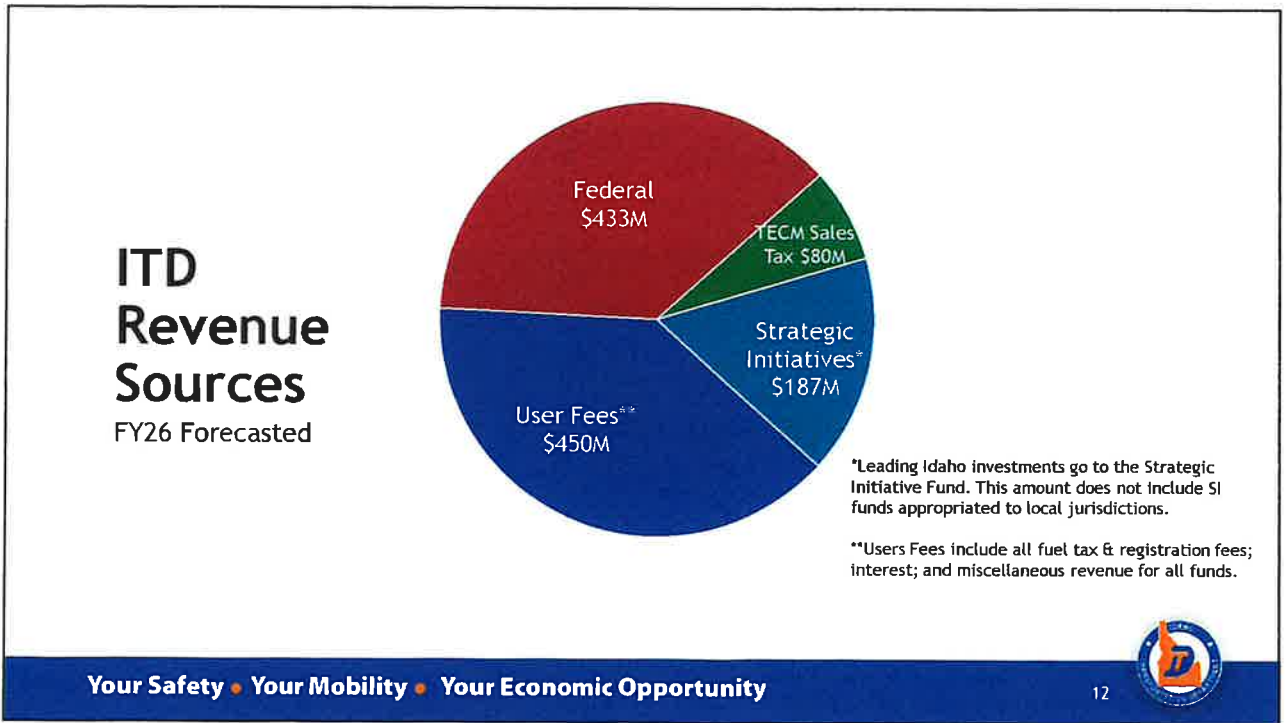
**Your Safety • Your Mobility • Your Economic Opportunity**



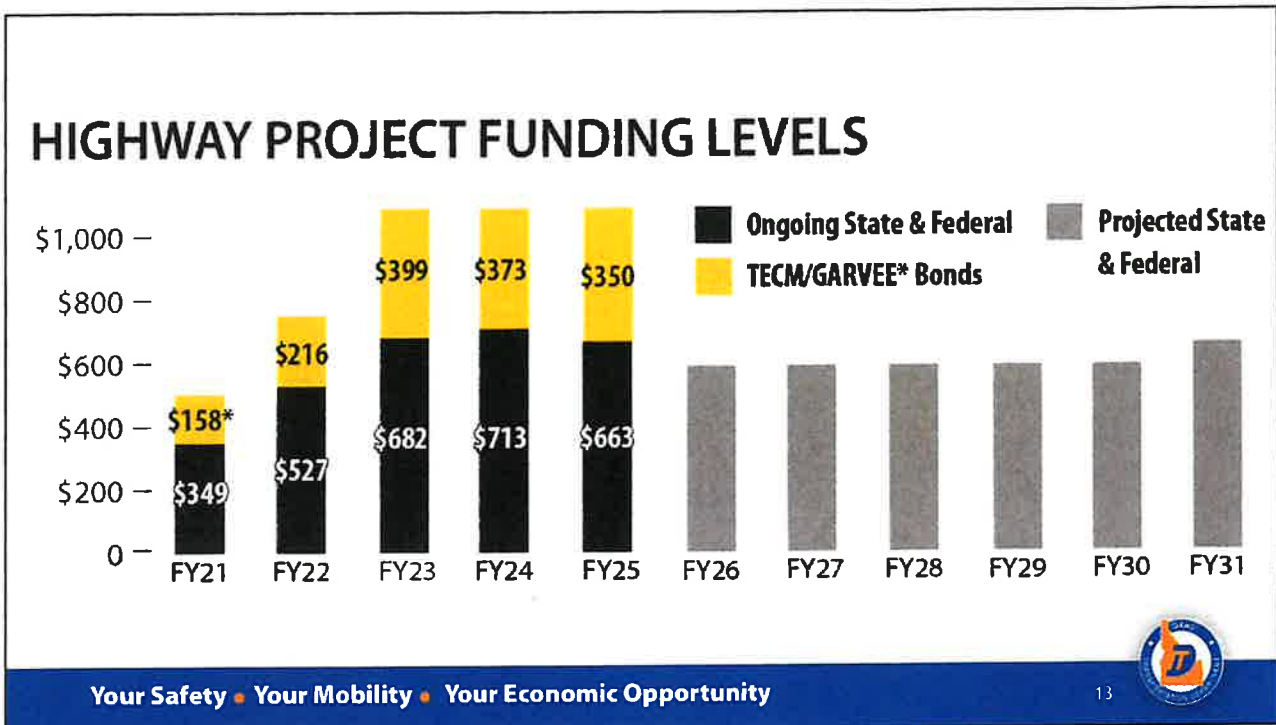
10



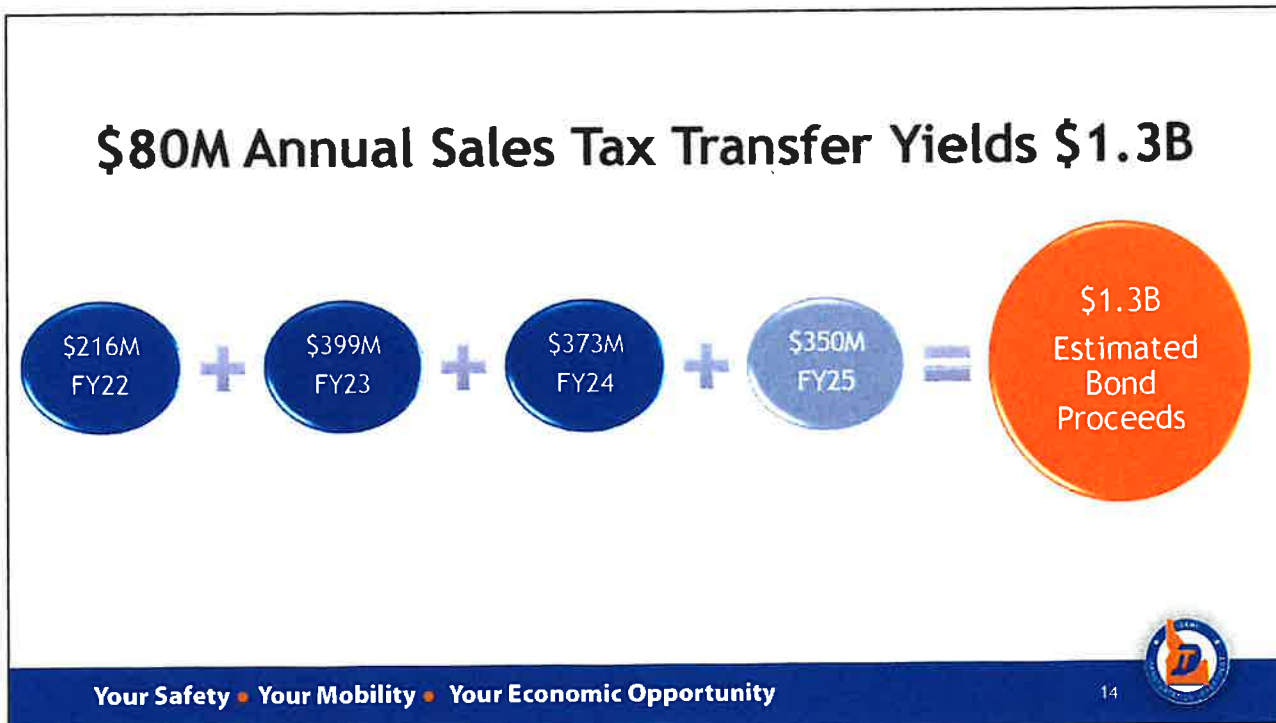
11



12



13



14



15



16



## All Weather Conditions



17

## Rapid Response



SH-33, August 2024



I-84, November 2024



US-95, December 2024

Your Safety • Your Mobility • Your Economic Opportunity

18



18

# Start to Finish: Fire Season Impacts ITD



Your Safety • Your Mobility • Your Economic Opportunity

19



19



Your Safety • Your Mobility • Your Economic Opportunity

20



20

## SH-64 Emergency



Your Safety • Your Mobility • Your Economic Opportunity

21



21

## SH-64: April to December



Your Safety • Your Mobility • Your Economic Opportunity

22



22

## December: Road is Open



Road Repair



Reopening

Your Safety • Your Mobility • Your Economic Opportunity

23



23

## ITD Carries a Heavy Load



Your Safety • Your Mobility • Your Economic Opportunity

24



24



## 50 Years of ITD: Employee Safety



1970s on SH-21



Today near US-95

Your Safety • Your Mobility • Your Economic Opportunity

25



25



## Teton Pass Response

Your Safety • Your Mobility • Your Economic Opportunity

26



26



## Quagga Mussel Response

Your Safety • Your Mobility • Your Economic Opportunity



27

27

## Customer Service Solutions

### DMV Modernization

1.7M Skip the Trip Transactions in FY24

20K REAL ID Cards Monthly Average

8-Year CDL Available

New Online Portal for Dealers

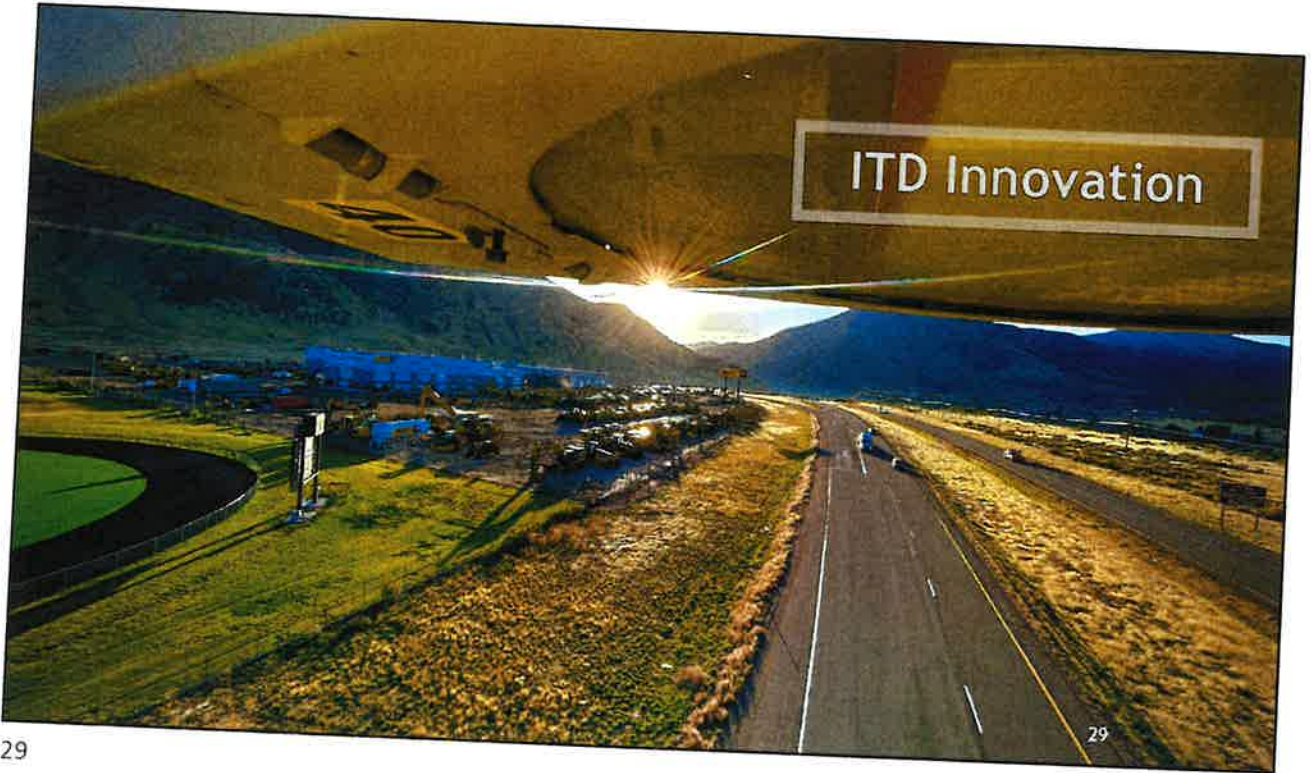


Your Safety • Your Mobility • Your Economic Opportunity



28

28



29

# Innovation in Action



Your Safety • Your Mobility • Your Economic Opportunity



30

30



**What's Ahead**

- Budget Request
- State Street Campus
- Continued Delivery

31

31



US-95 Thorn Creek to Moscow

## FY26 Governor Recommendation:

### Strategic Initiatives Fund

- 3% increase: \$303M to \$312M
- 60/40 split ITD/Locals

### TECM

- Increase Sales Tax Transfer by \$50M for additional bonding

Your Safety • Your Mobility • Your Economic Opportunity



32

32

## FY26 Governor Recommendation

FY26 Budget Request	Funding
FY26 Program Maintenance	\$795,391,100
FY26 Line Items	\$237,318,800
FY26 Appropriation	\$1,032,709,900
FY26 Strategic Initiatives - Leading Idaho	\$187,130,400
FY26 Total Budget	\$1,219,840,300
Proposed TECM Increase	\$50M

Your Safety • Your Mobility • Your Economic Opportunity

33



33



34

34

## Targeted Compensation



**Your Safety • Your Mobility • Your Economic Opportunity**




35


## District 4 Administration

*Proposed Facility Relocation*

- 108 acres to co-locate with Div. of Military
- Efficiencies in Staff Operations
- Closer to new Magic Valley MPO (Metropolitan Planning Organization)



**Your Safety • Your Mobility • Your Economic Opportunity**



36

# ITD Headquarters Status Update



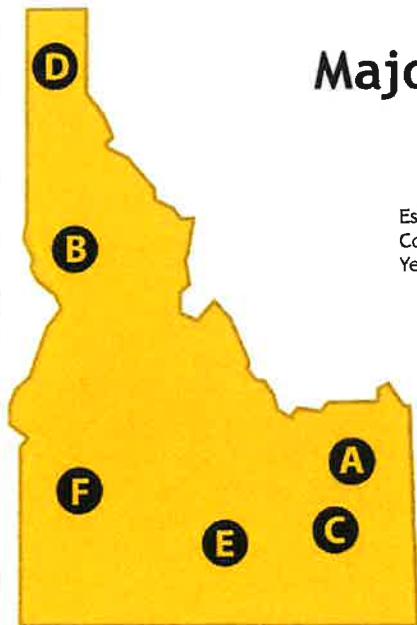
Your Safety • Your Mobility • Your Economic Opportunity

37



37

# Major Project Completion



Estimated Completion Year: **2025**

- A** US-20 South St. Anthony interchange
- B** New US-95 alignment, Thorn Creek to Moscow

**2026**

- C** I-86/I-15 interchange
- D** I-90, SH-41 interchange
- E** I-84: Jerome, Kimberly, Burley & Heyburn

**2027**

- F** SH-55 Canyon County (Farmway to Middleton Rd)

Your Safety • Your Mobility • Your Economic Opportunity


38



38



39



# Thank You

Your Safety • Your Mobility • Your Economic Opportunity

40



**AMENDED AGENDA #2**  
**SENATE TRANSPORTATION COMMITTEE**  
**1:30 P.M.**  
**Room WW53**  
**Thursday, February 06, 2025**

For members of the public to observe the meeting, please click on the following link:  
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PRESENTER</b>
<a href="#"><u>RS 32286</u></a>	RELATING TO LICENSE PLATES; TO PROVIDE FOR TOO GREAT FOR HATE LICENSE PLATES	Sen. Bernt
<a href="#"><u>RS 32034C1</u></a>	RELATING TO APPLICATIONS FOR DRIVERS LICENSES; AMENDING SECTION 49-306, IDAHO CODE, TO PROVIDE FOR A CERTAIN VOLUNTARY DONATION RELATING TO VISION SCREENING	Sen. Hart

***If you have written testimony, please provide a copy to the committee secretary.***

COMMITTEE MEMBERS

Chairman Okuniewicz  
Vice Chairman Keyser  
Sen Burtenshaw  
Sen Hart  
Sen Adams

Sen Galloway  
Sen Kohl  
Sen Rabe  
Sen Semmelroth

COMMITTEE SECRETARY

Melissa Price  
Room: WW33  
Phone: 332-1332  
Email: stran@senate.idaho.gov

MINUTES  
**SENATE TRANSPORTATION COMMITTEE**

**DATE:** Thursday, February 06, 2025

**TIME:** 1:30 P.M.

**PLACE:** Room WW53

**MEMBERS PRESENT:** Chairman Okuniewicz, Vice Chairman Keyser, Senators Burtenshaw, Hart, Adams, Galloway, Kohl, Rabe, and Semmelroth

**ABSENT/ EXCUSED:** None

**NOTE:** The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

**CONVENED:** **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:31 p.m.

**RS 32286** **RELATING TO LICENSE PLATES; TO PROVIDE FOR TOO GREAT FOR HATE LICENSE PLATES.** **Senator Bernt** from District 21 introduced **RS 32286**. He conveyed that this would be a specialty license plate, featuring the slogan "Too Great for Hate," which had been used in public campaigns, showcased on billboards, and incorporated into educational initiatives. This effort was backed by the Wassmuth Center for Human Rights.

**MOTION:** **Senator Semmelroth** moved to send **RS 32286** to print. **Senator Rabe** seconded the motion. The motion carried by **voice vote**.

**RS 32034C1** **RELATING TO APPLICATIONS FOR DRIVERS LICENSES; AMENDING SECTION 49-306, IDAHO CODE, TO PROVIDE FOR A CERTAIN VOLUNTARY DONATION RELATING TO VISION SCREENING.** **Senator Hart** explained that **RS 32034C1** would introduce a checkoff box on the driver's license application, allowing applicants to donate \$2 to a fund supporting Idahoans with vision impairments who fail their license eye exams but lack the financial means for treatment and have no alternative options. The program would be managed by the nonprofit organization Envision Sight.

**MOTION:** **Senator Rabe** moved to send **RS 32034C1** to print. **Senator Adams** seconded the motion. The motion carried by **voice vote**.

**ADJOURNED:** There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 1:37 p.m.

---

Senator Okuniewicz  
Chair

---

Melissa Price  
Secretary

AGENDA  
**SENATE TRANSPORTATION COMMITTEE**  
**1:30 P.M.**  
**Room WW53**  
**Thursday, February 13, 2025**

For members of the public to observe the meeting, please click on the following link:  
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PRESENTER</b>
<b>MINUTES APPROVAL:</b>	Minutes of January 30, 2025	Sen. Kohl Sen. Keyser
<b>MINUTES APPROVAL:</b>	Minutes of February 6, 2025	Sen. Galloway Sen. Hart
<b><a href="#">S 1071</a></b>	TRANSPORTATION - Amends existing law to create a voluntary donation for the purpose of promoting and advancing vision health.	Sen. Hart
<b>PRESENTATION:</b>	Farewell to Senate Page Cash Johnson	Cash Johnson

***Public Testimony Will Be Taken by Registering Through the Following Link:***  
**[Register to Testify](#)**

***If you have written testimony, please provide a copy to the committee secretary.***

COMMITTEE MEMBERS

Chairman Okuniewicz  
Vice Chairman Keyser  
Sen Burtenshaw  
Sen Hart  
Sen Adams

Sen Galloway  
Sen Kohl  
Sen Rabe  
Sen Semmelroth

COMMITTEE SECRETARY

Melissa Price  
Room: WW33  
Phone: 332-1332  
Email: [stran@senate.idaho.gov](mailto:stran@senate.idaho.gov)

MINUTES  
**SENATE TRANSPORTATION COMMITTEE**

**DATE:** Thursday, February 13, 2025

**TIME:** 1:30 P.M.

**PLACE:** Room WW53

**MEMBERS PRESENT:** Chairman Okuniewicz, Vice Chairman Keyser, Senators Burtenshaw, Hart, Galloway, Rabe, and Semmelroth

**ABSENT/ EXCUSED:** Senators Kohl and Adams

**NOTE:** The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

**CONVENED:** **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 p.m.

**MINUTES APPROVAL:** **Vice Chairman Keyser** moved to approve the Minutes of January 30, 2025. **Senator Semmelroth** seconded the motion. The motion passed by **voice vote**.

**MINUTES APPROVAL:** **Senator Galloway** moved to approve the Minutes of February 6, 2025. **Senator Hart** seconded the motion. The motion passed by **voice vote**.

**S 1071** **TRANSPORTATION - Amends existing law to create a voluntary donation for the purpose of promoting and advancing vision health. Senator Hart** presented **S 1071**. He stated this bill proposed adding a \$2 donation checkoff box on the license exam for individuals who failed the Department of Motor Vehicles (DMV) eye test and could not afford eye exams or glasses needed to retake it. The nonprofit organization, Envision Sight would, be responsible for funding these provisions for those in need.

**TESTIMONY:** **Jay Lugo**, Executive Director, Envision Sight, testified in support of **S 1071** highlighting that the bill proposed a voluntary \$2 donation through the Idaho Transportation Department (ITD). He noted a similar existing \$2 donation for organ, tissue, and eye donation was managed by ITD for the Organ Donation Procurement Coalition of Idaho, which funded public awareness efforts. **Mr. Lugo** explained that funds from **S 1071** would be allocated to Envision Sight to help individuals without insurance who met eligibility requirements access eye exams and corrective glasses. The organization also ran an eyeglass recycling program, refurbishing donated glasses for reuse. The bill aimed to support those who failed their DMV eye exams and could not afford professional eye care.

**DISCUSSION:** **Chairman Okuniewicz** noted that while ITD organ donations were mentioned, it appeared that the donations were processed through ITD. The current language suggested that the donations were going directly to the Envision Sight nonprofit without intermediary steps. He suggested sending **S 1071** to the 14th order of business to allow time for further research and potential adjustments. **Chairman Okuniewicz** added that he had discussed this previously with Senator Hart. **Senator Hart** affirmed that **S 1071** should go to the 14th Order of Business for possible amendment.

**MOTION:** **Vice Chairman Keyser** moved to send **S 1071** to the 14th Order of Business for possible amendment. **Senator Semmelroth** seconded the motion. The motion carried by **voice vote**.

**PRESENTATION: Farewell to Senate Page Cash Johnson.** **Cash Johnson** expressed his gratitude to the Committee for the valuable experience, stating that he thoroughly enjoyed learning about different aspects of government, gaining insight into the legislative process, and deepening his understanding of the Idaho Senate's operations. **Senator Burtenshaw** asked Cash where he envisioned himself in 20 years. **Cash Johnson** responded that in 20 years, he saw himself graduated from college with a degree in business administration, owning his own business, and settled down with a family.

**ADJOURNED:** There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 1:43 p.m.

---

Senator Okuniewicz  
Chair

---

Melissa Price  
Secretary

AGENDA  
**SENATE TRANSPORTATION COMMITTEE**  
1:30 P.M.  
Room WW53  
Tuesday, February 18, 2025

For members of the public to observe the meeting, please click on the following link:  
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PRESENTER</b>
<a href="#"><u>S 1105</u></a>	TRANSPORTATION - Amends existing law to revise provisions regarding Don't Tread On Me license plates and to establish the Idaho Firearms Safety Education Committee.	Sen. Nichols
<b>INTRODUCTION:</b>	New Page Introduction -	Calvin Hardman

***Public Testimony Will Be Taken by Registering Through the Following Link:***  
[Register to Testify](#)

***If you have written testimony, please provide a copy to the committee secretary.***

COMMITTEE MEMBERS

Chairman Okuniewicz  
Vice Chairman Keyser  
Sen Burtenshaw  
Sen Hart  
Sen Adams

Sen Galloway  
Sen Kohl  
Sen Rabe  
Sen Semmelroth

COMMITTEE SECRETARY

Melissa Price  
Room: WW33  
Phone: 332-1332  
Email: [stran@senate.idaho.gov](mailto:stran@senate.idaho.gov)

MINUTES  
**SENATE TRANSPORTATION COMMITTEE**

- DATE:** Tuesday, February 18, 2025
- TIME:** 1:30 P.M.
- PLACE:** Room WW53
- MEMBERS PRESENT:** Chairman Okuniewicz, Vice Chairman Keyser, Senators Burtenshaw, Hart, Adams, Galloway, Kohl, Rabe, and Semmelroth
- ABSENT/ EXCUSED:** None
- NOTE:** The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.
- CONVENED:** **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 p.m.
- S 1105** **TRANSPORTATION - Amends existing law to revise provisions regarding Don't Tread On Me license plates and to establish the Idaho Firearms Safety Education Committee. Senator Nichols** presented **S 1105** it pertained to the Gadsden license plate. Following meetings with various departments and public input, clarifications were made to expand access to those eligible to purchase the plate. One significant change was the removal of the 26,000-pound weight limit, allowing more Idahoans to participate in the program. Additionally, the bill redefined the plate's design, which would feature a bright yellow background with black lettering and a centered snake to clearly represent the Gadsden flag. She stated the funds generated from the plate sales would support in-person firearm safety education for students in grades K-12. The bill also established the Idaho Firearm Safety Education Committee, which would administer grants, manage funding, and collaborate with the State Board of Education to promote the grant program. Schools would have the opportunity to apply for these grants. In conclusion, there would be no impact on the State's General Fund. Ultimately, this bill broadened access to the Gadsden license plate while supporting firearm safety education.
- DISCUSSION:** **Senator Adams** asked why the removal of the school districts boards of trustees in determining who could provide firearm safety training and were there other organizations other than the National Rifle Association (NRA). **Senator Nichols** replied it was to establish a more standardized approach to firearm education across Idaho, it was a suggestion from the NRA. By creating the Idaho Firearm Safety Education Committee, the bill centralized oversight to ensure that training programs were taught by experts. **Senator Hart** commented that instructors from the Idaho Fish and Game, law enforcement agencies, or national firearms associations could provide instruction. It was not limited to the NRA, ensuring that no organization would be excluded as long as they could provide expert training.
- MOTION:** **Senator Hart** moved to send **S 1105** to the floor with a **do pass** recommendation. **Senator Keyser** seconded the motion. The motion carried by **voice vote**.

**INTRODUCTION: New Page Introduction.** Calvin Hardman introduced himself to the Committee, stating that he was from Tensed in North Idaho. He shared that he lived on a ranch with his family, where they raised cattle. He mentioned that he was homeschooled and worked alongside his father in ranching, with plans to assist in his father's surgical instrument repair business in the future.

**Senator Adams** asked about his least and favorite aspects of raising cattle.

**Calvin Hardman** replied that fixing broken fencing was his least favorite task, while his favorite part was simply "steak."

**ADJOURNED:** There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 1:39.

---

Senator Okuniewicz  
Chair

---

Melissa Price  
Secretary



**AMENDED AGENDA #2**  
**SENATE TRANSPORTATION COMMITTEE**  
**1:30 P.M.**  
**Room WW53**  
**Tuesday, February 25, 2025**

For members of the public to observe the meeting, please click on the following link:  
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PRESENTER</b>
<b>MINUTES APPROVAL:</b>	Minutes of February 13, 2025	Sen. Burtenshaw Sen. Semmelroth
<b>MINUTES APPROVAL:</b>	Minutes of February 18, 2025	Sen. Adams Sen. Galloway
<a href="#"><u>S 1115</u></a>	TRANSPORTATION - Adds to existing law to provide for studies regarding efficient and safe highway linkages.	Sen. Carlson
<a href="#"><u>H 21</u></a>	MOTOR VEHICLES - Amends existing law to revise provisions regarding temporary license plates and certain exempt vehicle license plates.	Colby Cameron, Idaho Transportation Department (ITD), Governmental Affairs Manager
<a href="#"><u>H 22</u></a>	TRANSPORTATION - Amends existing law to provide for data security compliance training for systems used by the Division of Motor Vehicles.	Rep. Petzke
<a href="#"><u>H 23</u></a>	TRANSPORTATION - Amends existing law to eliminate renewal of instructional permits, to make certain permits valid for one year, and to remove the requirement that people surrendering an out-of-state driver's license take a knowledge test if they have previously held an Idaho driver's license.	Colby Cameron, ITD, Governmental Affairs Manager
<a href="#"><u>S 1002</u></a>	TRANSPORTATION - Amends existing law to provide for a reduced fee for a four-year class D driver's license for drivers age 63 and older.	Sen. Shippy

***Public Testimony Will Be Taken by Registering Through the Following Link:***  
[Register to Testify](#)

***If you have written testimony, please provide a copy to the committee secretary.***

COMMITTEE MEMBERS

Chairman Okuniewicz	Sen Galloway
Vice Chairman Keyser	Sen Kohl
Sen Burtenshaw	Sen Rabe
Sen Hart	Sen Semmelroth
Sen Adams	

COMMITTEE SECRETARY

Melissa Price  
Room: WW33  
Phone: 332-1332  
Email: stran@senate.idaho.gov

MINUTES  
**SENATE TRANSPORTATION COMMITTEE**

**DATE:** Tuesday, February 25, 2025

**TIME:** 1:30 P.M.

**PLACE:** Room WW53

**MEMBERS PRESENT:** Chairman Okuniewicz, Vice Chairman Keyser, Senators Burtenshaw, Hart, Adams, Galloway, Kohl, Rabe, and Semmelroth

**ABSENT/ EXCUSED:** None

**NOTE:** The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

**CONVENED:** **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 p.m.

**MINUTES APPROVAL:** **Senator Burtenshaw** moved to approve the Minutes of February 13, 2025. **Senator Semmelroth** seconded the motion. The motion passed by **voice vote**.

**MINUTES APPROVAL:** **Senator Adams** moved to approve the Minutes of February 18, 2025. **Senator Galloway** seconded the motion. The motion passed by **voice vote**.

**S 1115** **TRANSPORTATION - Adds existing law to provide for studies regarding efficient and safe highway linkages.** **Senator Carlson** introduced **S 1115**. She highlighted the challenges with the traffic in the Treasure Valley due to Idaho's rapid growth and lagging infrastructure. The purpose of **S 1115** was to prioritize and advance ongoing Planning and Environmental Linkages (PEL) studies to assess and guide improvements to the State's highway infrastructure. The Legislation directed the Idaho Department of Transportation (ITD) to conduct a comprehensive study of traffic corridors along State Highways 55, 16, and 95, including a proposed bypass route for I-84 connecting Nampa and Caldwell south to Kuna, extending east to I-84 near Blacks Creek, and exploring alternative routes for safe travel between Central Idaho and the Treasure Valley. She then introduced Senator Den Hartog (Attachments 1 and 2).

**Senator Den Hartog** expressed frustration over the lack of vision for Idaho's infrastructure. One of the key challenges was identifying new routes. She urged the Committee to look ahead and make use of existing studies, some dating back to 1985, including those conducted by ITD. The discussion focused on highways that did not yet exist, particularly the Highway 16 extension to I-84, and emphasized the delay to complete that project was not due to a lack of foresight but rather funding constraints. She emphasized north-south routes had remained limited, and while Highway 55 was originally intended as a scenic highway, traffic had increased dramatically.

**DISCUSSION:** **Chairman Okuniewicz** asked when the studies would be completed. **Senator Den Hartog** replied the studies were to be completed before or on July 1, 2027.

**Senator Kohl** inquired which projects were being prioritized. **Senator Den Hartog** replied projects were being left to the discretion of ITD and what the board felt should be prioritized.

**Senator Galloway** inquired which highway projects in Idaho were being prioritized, expanded, or replaced, and what were the key factors driving these planning decisions. **Senator Den Hartog** answered a PEL study was designed to integrate transportation planning and environmental considerations early in the project development process. The study involved collaboration among state, local, and federal participants to ensure that decisions made during the planning aligned with environmental regulations and community needs.

**Senator Adams** inquired how would the fiscal note be affected in the long-term transportation planning, specifically, how much funding would be allocated, reduced, or reallocated for the project. **Senator Den Hartog** stated that she did not have the exact funding numbers but estimated that the amount could range from \$6 million to \$9 million for the entire project.

**Senator Kohl** asked with \$1 billion already allocated for ITD priorities in District 3 within the one-to-seven-year range, how did the proposed State Highway 16-Indian Valley extension, estimated at \$3 to \$6 billion, fit into these priorities. In addition, would this create a precedence legislating projects over other projects. **Senator Den Hartog** mentioned that the estimated amounts were for construction and that delays in studying projects could lead to lost opportunities due to a lack of forward-thinking in planning. With ITD conducting studies in seven-, ten-, and twenty-year intervals to ensure long-term vision for transportation infrastructure, the project did not replace others, it may be prioritized based on evolving need.

**Senator Semmelroth** inquired about ITD commissioning a study and collecting Requests for Proposals (RSPs) for a private or independent company to conduct the research, and who would determine the research questions and parameters of the study. In addition, was it possible for the selected firm to contribute funding to offset study costs. Lastly, **Senator Semmelroth** asked would this same firm be allowed to bid on the project, potentially being involved in multiple phases of the project from research to execution. **Senator Den Hartog** answered the process was typically handled through a contracted agreement with one or multiple engineering firms. ITD determined the research questions and parameters of the study. The legislation did not explicitly state whether firms could be fully involved in all aspects of the project. However, engineering firms were not involved in the advancement of the studies. **Senator Den Hartog** stated she would be happy to ensure protections against such a situation if needed.

**Senator Burtenshaw** asked who would be responsible for covering the 25 percent share of the study cost. Additionally, did the legislation have the authority to prioritize certain transportation projects over others, potentially advancing them ahead in the planning and funding process. Lastly, what were the right-of-way concerns for the 80 miles of project. **Senator Den Hartog** replied that the estimated percent represented a high-end figure, and there were individuals present who could provide testimony to support those numbers. The legislation directed ITD to reprioritize its planning and project list but did not alter any construction projects that were already planned. However, it could potentially move certain projects ahead of others in the planning process. She added there were testifiers available who could provide further details and answer additional questions.

**Senator Rabe** cited that the decision-making was under ITD and there was statewide representation in the process, how did ITD ensure that the study remained unbiased, especially if private interest funding was involved. **Senator Den Hartog** replied it was a sensitive area that needed to be addressed.

**TESTIMONY:**

**Daniel Waugh, Idaho Recreation Council/Idaho Horse Council**, pointed out that Idaho's recreation industry was growing into a multibillion-dollar sector and had experienced major challenges. The increased usage had led to significant strain on the transportation infrastructure. From the perspective of the recreation industry, **S 1115** presented an opportunity to establish a safer and more efficient route for travel to northern Idaho.

**Cynthia Gibson, Idaho Conservation League Boise**, represented 30,000 supporters from across Idaho, she emphasized that efficient and safe highway linkages were essential for safe travel throughout the State. One critical aspect of **S 1115** was the consideration for wildlife collisions and the design of wildlife crossings. According to ITD's 2023 crash report, animals on roadways were the second-leading contributing factor to single-vehicle crash fatalities.

**Matthew Conde, AAA Idaho**, indicated he was in support of **S 1115**. He added that a well-planned study would ensure that future highway corridors were designed with safety, efficiency, and long-term sustainability in mind. He encouraged the Committee to take all aspects of highway corridor safety into account while creating a transportation network that benefited all Idahoans.

**Former Senator Larry Craig**, stated he represented the Rivers of Idaho and was advocating for the study of an alternative route to Highway 55, connecting the Indian Valley-Emmett corridor to the Upper Country. Highway 55 was originally designed as a scenic highway, yet today it was operating at 500 percent over its intended design capacity. It had become one of the most dangerous routes in the State, with an average of 8.3 fatalities per year. The highway was no longer suitable for handling the combined pressures of recreational, residential, and industrial travel. That was why it was critical to establish a direct connection between the Treasure Valley and the Upper Valley, including Valley County, Cascade, McCall, and beyond. **Former Senator Craig** said he was not asking for the project to be prioritized ahead of others but simply to conduct the necessary studies to evaluate the feasibility and benefits of an alternative route. Lastly, **Former Senator Craig** urged the Committee to support the study and to take a proactive approach to Idaho's infrastructure future.

**DISCUSSION:**

**Senator Hart** asked was there a breakdown in the system that the project was overlooked. **Former Senator Craig**, responded that ITD had the whole State to look at when choosing projects and could have yielded to the pressure of one project over another.

**TESTIMONY:** **Don Rieman, Eschelon Group**, stated that being a native Idahoan he had witnessed the significant growth of Idaho and the increased impact of traffic congestion, particularly in the Treasure Valley and along the north-south routes. With major companies like Micron, Amazon, and others expanding their operations in Idaho, traffic volumes were rising due to the influx of new employees and commercial activity. He suggested partnering with private businesses to help raise funding for the study it could be a strategic and practical solution to address growing transportation challenges. Lastly, **Mr. Rieman** said the study must also consider the agricultural impact of crossover designs and how to best support rural and farming communities that relied on these transportation networks. Ensuring safe and efficient infrastructure would not only improve travel for businesses and residents but also sustain Idaho's vital agricultural economy.

**Senator Shippy** stated he was from District 9, where the proposed new highway would have a significant impact on his entire district. Currently, Highway 95 ran throughout the district and served as a critical transportation route. One of the major challenges faced was there was no feasible way to widen Highway 95 through Payette. As a result, traffic congestion continued to worsen, leading to frequent backups and growing frustration among drivers. With increasing traffic demands, it was clear that an alternative route would be highly beneficial to residents, businesses, and travelers alike.

**MOTION:** **Senator Keyser** motioned to send **S1115** to the floor with a **do pass** recommendation. **Senator Adams** seconded the motion.

**DISCUSSION:** **Senator Kohl** expressed concern that **S 1115** could set a precedence where more populous areas would be prioritized over less populated projects. He suggested that further discussion was needed on the topic.  
**Senator Hart** stated that the sponsor of **S 1115** should broaden the language in the legislation to ensure more equal representation of the State.

**SUBSTITUTE MOTION:** **Senator Hart** moved that **S 1115** be held in Committee Subject to the Call of the Chair. **Senator Kohl** seconded the motion.

**ROLL CALL VOTE:** **Chairman Okuniewicz** called for a roll call vote on the substitute motion. **Senators Burtenshaw, Hart and Kohl** voted aye. **Senators Keyser, Adams, Galloway, Rabe, Semmelroth and Chairman Okuniewicz** voted nay. The motion failed.

**ORIGINAL MOTION:** The motion to send **S 1115** to the floor with a **do pass** recommendation passed by **voice vote**. **Senator Kohl** requested to be recorded as voting nay.

**H 21** **MOTOR VEHICLES - Amends existing law to revise provisions regarding temporary license plates and certain exempt vehicle license plates.** **Colby Cameron, Governmental Affairs Manager ITD**, introduced **H 21** he stated it removed the requirement for exempt agency trailers and motorcycles to receive a small plate with an "A" designator and an "M" designator, respectively. The exempted agency would have the option to receive a small or large (regular) size plate with the appropriate agency designator. He cited **H 21** also clarified that temporary permits, often referred to as trip permits, were required to be purchased before commercial vehicles entered Idaho in all situations, not just in some circumstances. This would align Idaho with many other states in the country.

**DISCUSSION:** **Senator Keyser** asked why there were two separate unrelated subjects in **H 21**. **Mr. Cameron** responded that both of the issues fell under the same title and had been included within the same legislation.

**MOTION:** **Senator Burtenshaw** moved to send **H 21** to the floor with a **do pass** recommendation. **Senator Semmelroth** seconded the motion. The motion passed by **voice vote**. **Senators Keyser and Kohl** requested to be recorded as voting nay.

- H 22**                    **TRANSPORTATION - Amends existing law to provide for data security compliance training for systems used by the Division of Mother Vehicles. Representative Petzke** introduced **H 22**, this legislation from ITD safeguarded personal information related to Real ID. This bill ensured that ITD, as well as individuals involved in issuing Real IDs—such as assessors, sheriffs, and other organizations conducting background checks and fingerprinting—had undergone the necessary vetting processes before being granted access to sensitive information.
- MOTION:**            **Senator Semmelroth** motioned to send **H 22** to the floor with a **do pass** recommendation. **Senator Burtenshaw** seconded the motion. The motion passed by **voice vote**.
- H 23**                    **TRANSPORTATION - Amends existing law to eliminate renewal of instruction permits to make certain permits valid for one year, and to remove the requirement that people surrendering an out-of-state driver's license take a knowledge test if they have previously held an Idaho driver's license. Colby Cameron, Governmental Affairs ITD,** stated **H 23** would extend the validity of Motorcycle Endorsement Permits (MIP) and Class D Instruction Permits (IP) from six months to one year, aligning them with the validity period of Commercial Learner's Permits. He added that the legislation also removed the requirement for customers surrendering a current/valid out-of-state driver's license to retake a knowledge test if they had previously held an Idaho driver's license.
- MOTION:**            **Senator Galloway** motioned to move **H 23** to the floor with a **do pass** recommendation. **Senator Keyser** seconded the motion. The motion passed by **voice vote**.
- S 1002**                **TRANSPORTATION - Amends existing law to provide for a reduced fee for a four-year class D driver's license for drivers age 63 and older. Senator Shippy** stated **S 1002** reduced the cost of a four-year license from \$35.00 to \$30.00 for those 63 years and older. It was to provide fairness to senior citizens that they paid the same rate as others under 62, who paid \$60.00 for an eight-year license. However, concerns were raised about the allocation of funds, as EMS services were utilized more by the elderly population. The legislation impacted the Emergency Medical Services 111 (EMS 111) fund, the Driver's Training Fund, and the Highway Distribution Account. It was suggested that the language of the legislation be amended to adjust the dollar amounts accordingly. **Senator Shippy** asked the Committee to send **S 1002** to the 14th Order of Business for possible amendment.
- DISCUSSION:**      **Senator Rabe** asked how the funds would be redistributed. **Senator Shippy** answered that the funds should come from underutilized sources. A longer discussion was needed to determine the best approach, ensuring that no funds were taken from senior citizens or emergency services.
- MOTION:**            **Senator Kohl** made a motion to send **S 1002** to the 14th Order of Business for possible amendment. **Senator Keyser** seconded the motion. The motion passed by **voice vote**.
- ADJOURNED:**      There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 2:49 p.m.

---

Senator Okuniewicz  
Chair

---

Melissa Price  
Secretary

**AMENDED AGENDA #1**  
**SENATE TRANSPORTATION COMMITTEE**  
**1:30 P.M.**  
**Room WW53**  
**Tuesday, March 04, 2025**

For members of the public to observe the meeting, please click on the following link:  
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PRESENTER</b>
<a href="#"><u>H 99</u></a>	DRIVER TRAINING - Amends existing law to revise provisions regarding Class D driver's training instruction permits and Class D supervised instruction permits.	Rep. Mendive
<a href="#"><u>H 205</u></a>	RULES OF THE ROAD - Amends existing law to provide for vehicles to exceed the speed limit while passing in a passing lane.	Rep. Shepherd
<a href="#"><u>H 234</u></a>	MOTOR VEHICLE - Amends existing law to provide for wildland fire agency or association vehicles in the definition of vehicle.	Rep. Shepherd

***Public Testimony Will Be Taken by Registering Through the Following Link:***  
***[Register to Testify](#)***

***If you have written testimony, please provide a copy to the committee secretary.***

COMMITTEE MEMBERS

Chairman Okuniewicz  
Vice Chairman Keyser  
Sen Burtenshaw  
Sen Hart  
Sen Adams

Sen Galloway  
Sen Kohl  
Sen Rabe  
Sen Semmelroth

COMMITTEE SECRETARY

Melissa Price  
Room: WW33  
Phone: 332-1332  
Email: [stran@senate.idaho.gov](mailto:stran@senate.idaho.gov)

MINUTES  
**SENATE TRANSPORTATION COMMITTEE**

**DATE:** Tuesday, March 04, 2025

**TIME:** 1:30 P.M.

**PLACE:** Room WW53

**MEMBERS PRESENT:** Chairman Okuniewicz, Vice Chairman Keyser, Senators Burtenshaw, Hart, Adams, Galloway, Kohl, Mathews (Rabe), and Semmelroth

**ABSENT/ EXCUSED:** Senator Burtenshaw

**NOTE:** The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

**CONVENED:** **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:32 p.m.

**INTRODUCTION:** **Senator Okuniewicz** informed the Committee that the presenters for **H 99** were not available, and introduced Representative Shepard who would present **H 205** first.

**H 205** **RULES OF THE ROAD - Amends existing law to provide for vehicles to exceed the speed limit while passing in a passing lane. Representative Shepard** from District Seven, introduced **H 205** which was in response to frustrations expressed by his constituents and other drivers regarding state highways. He stated the bill initially allowed drivers to exceed the speed limit by up to 15 miles per hour as a safety measure when passing in areas without designated passing lanes. However, it did not originally account for marked passing lanes. **Representative Shepard** cited that this legislation would clarify that drivers may legally exceed the speed limit by up to 15 miles per hour in designated passing lanes. The provision would not apply within city limits or in areas where the posted speed limit was 55 miles per hour or lower.

**TESTIMONY:** **Matthew Conde, Public Affairs Director, AAA Idaho**, testified his concern was regarding the interstate left-lane passing lane. He did not want people to invoke this as a justification for using the left lane and exceeding the speed limit by 15 miles per hour on an interstate. He asked the Committee to consider the merits of adding a sentence to the bill. On line 16, page 2, where it stated "without crossing into an opposing travel lane," he proposed clarifying that passing lanes shall not apply to any lane of an interstate highway.

**DISCUSSION:** **Chairman Okuniwicz** proposed that if **H 205** moved forward, it should be reviewed by legal council and the Idaho Transportation Department (ITD). If approved **H 205** could be sent to the 14th Order of Business. He said his interpretation was that the provision did not include interstates or four-lane divided highways.

**MOTION:** **Senator Adams** motioned to send **H 205** to the floor with a **do pass** recommendation. **Senator Keyser** seconded the motion. The motion carried by **voice vote**.



**H 234**                    **MOTOR VEHICLE - Amends existing law to provide for wildland fire agency or association vehicles in the definition of vehicle. Representative Shepard,** explained that **H 234** was solely intended to expand the definition of emergency vehicles to include Wildland fire fighting vehicles. This legislation would make Wildland fire agency vehicles authorized vehicles only when responding to urban interface fires. There had been a lack of awareness that these vehicles were, in fact, emergency responders trying to reach urban fires. He stated there had been some pushback regarding jurisdictional authority over allowing these vehicles access to blocked areas during a fire.

**MOTION:**                **Senator Hart** motioned to send **H 234** to the floor with a **do pass** recommendation. **Senator Keyser** seconded the motion. The motion carried by **voice vote**.

**H 99**                    **DRIVER TRAINING - Amends existing law to revise provisions regarding Class D driver's training instruction permits and Class D supervised instruction permits. Senator Bjerke** explained that **H 99** allowed parents to provide the first six hours of driver's training. It had been heavily debated on the Senate floor during the last session but ultimately passed. The bill was later amended to refine the approach to online training. Initially, the Idaho Digital Learning Academy was designated by the Idaho Department of Education (SDE) as the sole provider for online instruction. The amendment modified that requirement, allowing other approved training programs to be utilized. Under **H 99**, a student participating in parent-student on-the-road driver's training was required to enroll in and successfully complete the 30 hours of classroom instruction mandated by Section 33-1702 of the Idaho Code through the Idaho Digital Learning Alliance, or any other driver's training course approved by the SDE.

**MOTION:**                **Senator Keyser** motioned to send **H 99** to the floor with a **do pass** recommendation. **Senator Adams** seconded the motion. The motion carried by **voice vote**.

**ADJOURNED:**        There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 1:48 p.m.

---

Senator Okuniewicz  
Chair

---

Melissa Price  
Secretary

**AMENDED AGENDA #1**  
**SENATE TRANSPORTATION COMMITTEE**  
**1:30 P.M.**  
**Room WW53**  
**Thursday, March 06, 2025**

For members of the public to observe the meeting, please click on the following link:  
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PRESENTER</b>
<b>MINUTES APPROVAL:</b>	Minutes of February 25, 2025	Sen. Keyser Sen. Kohl
<a href="#"><u>H 235</u></a>	TRANSPORTATION - Amends and adds to existing law to establish An Appeal to Heaven license plates.	Rep. Tanner (14)
<a href="#"><u>H 204</u></a>	MOTOR VEHICLES - Amends and adds to existing law to establish a World Famous Idaho Potatoes black license plate and a World Famous Idaho Potatoes white license plate.	Rep. Pickett Sam Eaton, VP Legal & Government Affairs, Idaho Potato Commission (IPC)
<a href="#"><u>S 1153</u></a>	TRANSPORTATION - Amends and adds to existing law to establish a USS Idaho SSN 799 Commemorative License Plate.	Sen. Woodward

***Public Testimony Will Be Taken by Registering Through the Following Link:***  
[Register to Testify](#)

***If you have written testimony, please provide a copy to the committee secretary.***

COMMITTEE MEMBERS

Chairman Okuniewicz  
Vice Chairman Keyser  
Sen Burtenshaw  
Sen Hart  
Sen Adams

Sen Galloway  
Sen Kohl  
Sen Rabe  
Sen Semmelroth

COMMITTEE SECRETARY

Melissa Price  
Room: WW33  
Phone: 332-1332  
Email: [stran@senate.idaho.gov](mailto:stran@senate.idaho.gov)

MINUTES  
**SENATE TRANSPORTATION COMMITTEE**

**DATE:** Thursday, March 06, 2025

**TIME:** 1:30 P.M.

**PLACE:** Room WW53

**MEMBERS PRESENT:** Chairman Okuniewicz, Vice Chairman Keyser, Senators Burtenshaw, Hart, Adams, Galloway, Kohl, Mathews (Rabe), and Semmelroth

**ABSENT/ EXCUSED:** None

**NOTE:** The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

**CONVENED:** **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:30 p.m.

**MINUTES APPROVAL:** **Vice Chairman Keyser** motioned to approve the Minutes of February 25, 2025. **Senator Kohl** seconded the motion. The motion carried by **voice vote**.

**INTRODUCTION:** **Chairman Okuniewicz** informed the Committee that the presenters for **H 235** were not available and called on Representative Pickett to present **H 204**.

**H 204** **MOTOR VEHICLES - Amends and adds to existing law to establish a World Famous Idaho Potatoes black license plate and a World Famous Idaho Potatoes white license plate.** **Representative Pickett** explained that the legislation would establish two new license plates. The first plate was designed with a black background and white lettering, featuring the word "Idaho" at the top and "World Famous Potatoes" along the bottom. This plate was regarded as a "retro" design, resembling a version that was used in the 1950s. The proceeds from the sale of these specialty plates would be allocated to the Idaho Potato Commission (IPC) and the State Highway Account. In addition to standard registration fees, the initial issuance fee for the specialty black-and-white plate was set at \$70, with \$25 directed to the IPC and \$45 to the State Highway Account. **Representative Pickett** stated that the renewal fee for this plate was \$50, with \$15 allocated to the IPC and \$35 to the State Highway Fund. The second plate was designed with a white background and teal lettering. Unlike the specialty plate, this option did not carry an additional fee beyond the regular registration cost of \$2.75, making it the most affordable plate available to registered Idaho drivers (Attachment 1).

**DISCUSSION:** **Chairman Okuniewicz** inquired if the white and teal plate had anything to do with the IPC. **Representative Pickett** responded that the white and teal plate was not associated with the IPC and the proceeds would not go to the IPC.

**MOTION:** **Senator Burtenshaw** motioned to send **H 204** to the floor with a **do pass** recommendation. **Senator Kohl** seconded the motion. The motion carried by **voice vote**. **Senator Adams** requested to be recorded as voting nay.

S 1153

**TRANSPORTATION - Amends and adds to existing law to establish a USS Idaho SSN 799 Commemorative License Plate.** **Senator Woodward** gave an overview of Idaho's connection to submarines and the USS Idaho (SSN-799). The connection spanned from World War II to the modern era, with the U.S. Navy utilizing Idaho's natural resources for submarine research and testing. The newest submarine to join the U.S. Navy fleet, the USS Idaho (SSN-799), was part of the legacy. Since World War II, the U.S. Navy had owned property along Lake Pend Oreille, using it for submarine research and testing. He stated Lake Pend Oreille had no saltwater making it ideal for testing and it was an extremely quiet environment, perfect for sonar experiments. The Naval Surface Warfare Center in Bayview, Idaho continued to be a critical site for developing acoustic stealth and nuclear technology. The USS Idaho was the first U.S. Navy vessel to carry the State's name in decades. The number 799 signified its place in the fleet. **Senator Woodward** stated in honor of Idaho's history with submarines, a specialty license plate featuring the USS Idaho was introduced. The plate represented Idaho's contributions to the U.S. Navy and national defense. From Lake Pend Oreille's crucial role in submarine testing to the USS Idaho joining the fleet, the State continued to contribute to naval advancements. He cited that the USS Idaho (SSN-799) license plate was a symbol of pride, honoring Idaho's legacy in maritime defense (Attachment 2).

**MOTION:**

**Senator Hart** motioned to send **S 1153** to the floor with a **do pass** recommendation. **Senator Burtenshaw** seconded the motion. The motion carried by **voice vote**. **Senator Adams** requested to be recorded as voting nay.

H 235

**TRANSPORTATION - Amends and adds to existing law to establish An Appeal to Heaven license plates.** **Representative Tanner** provided a brief history of the Appeal to Heaven flag. He explained that the flag predated the Stars and Stripes and was originally flown by the Massachusetts Navy, authorized by George Washington. It was also used in military encampments before 1776. Eventually, it was replaced by the Union flag and later by the Stars and Stripes. He discussed how the British controlled the cutting of white pines, reserving them exclusively for the Royal Navy. The pine tree on the flag symbolized the spirit of independence and self-governance. The flag prominently featured a pine tree alongside the phrase "Appeal to Heaven." He noted that the phrase "Appeal to Heaven" was deeply rooted in the philosophy of John Locke, emphasizing the idea that when all legal and political options were exhausted, one must turn to a higher power for justice and guidance. **Representative Tanner** emphasized that the proposed specialty license plate was designed to honor the nation's first flag. He explained that it would serve as a way for Idahoans to proudly display their patriotism, faith, and commitment to liberty.

**DISCUSSION:**

**Senator Semmelroth** referenced the "Appeal to Heaven" quote by John Locke and inquired whether there was a second part to the phrase. She stated that if a citizen felt violated by their government and had no remaining recourse, they could "appeal to heaven" and take up arms in their defense. She also questioned the modern context of the appeal to heaven phrase and whether it held any association with white supremacy. She acknowledged the flag's historical significance as a revolutionary symbol but sought clarification on its contemporary use and meaning. **Representative Tanner** responded that the importance of understanding the full context of the appeal to heaven philosophy, as it was not only a call for divine justice but also a declaration that individuals had a moral duty to resist tyranny when all other options had failed. He stated that throughout history, the flag had been a symbol of patriotism, flown by those who believed in the principles of freedom and justice. He emphasized that many Americans displayed the flag at their homes as a way to honor the struggles and sacrifices that led to the nation's independence. **Representative Tanner** acknowledged that in 2025s digital age, it was possible to

find hate groups attempting to co-opt nearly any historical symbol. However, he firmly stated that this did not change the true historical significance of the flag.

**TESTIMONY:** **Cynthia Thorngren** testified in opposition to the Appeal to Heaven specialty license plate, questioning its relevance to Idaho's identity and did not understand the connection between the proposed plate and the State. She stated that if a new specialty license plate were to be introduced, it should have a clear and direct connection to Idaho's own history, culture, or contributions. She questioned what historical ties Idaho had to the Appeal to Heaven flag, asking rhetorically whether Idaho had ever been under the control of Russia or France—suggesting that the State's origins were distinct from the colonial struggles that the flag symbolized.

**DISCUSSION:** **Senator Hart** stated that the original document that created America was the Declaration of Independence, not the Constitution, and that it could actually be seen as an appeal to heaven.

**Senator Semmelroth** expressed appreciation for the historical context and background of the Appeal to Heaven flag, but she raised concerns about the current understanding of its use. She noted that there were associations with political movements, and she believed the government should not endorse or align with any particular political movement or identity.

**Senator Adams** shared that he had personally flown the flag at his house, emphasizing that the Appeal to Heaven license plate represented much more than just its historical significance. He discussed how the flag was also tied to the religious history of the country and the Founding Fathers, referencing Matthew 18, which stated, "Whatever you ask in my name, I will do, that the Father may be glorified." He explained that this verse directly tied into the appeal to heaven concept, which he believed was deeply connected to America's founding and religious heritage.

**MOTION:** **Senator Hart** motioned to send **H 235** to the floor with a **do pass** recommendation. **Senator Kohl** seconded the motion. The motion carried by **voice vote**. **Senators Semmelroth and Adams** requested to be recorded as voting nay.

**ADJOURNED:** There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 2:03 p.m.

---

Senator Okuniewicz  
Chair

---

Melissa Price  
Secretary

**HB 204**

*Attachment 1 March 6 2025*

IDAHO

1FP

WORLD FAMOUS POTATOES

attatchment 1 march 6 - 2025

# Famous Idaho Potatoes on License Plates

- 1928



- 1950s



- 1949



attachment 1 March 6 2025



### Black and White

- Specialty Plate
- Initial \$70/Renewal \$50
  - \$45/\$35 to highway account
  - \$25/\$15 to potato R&D
- Each number will end in "FP"

### White and Teal

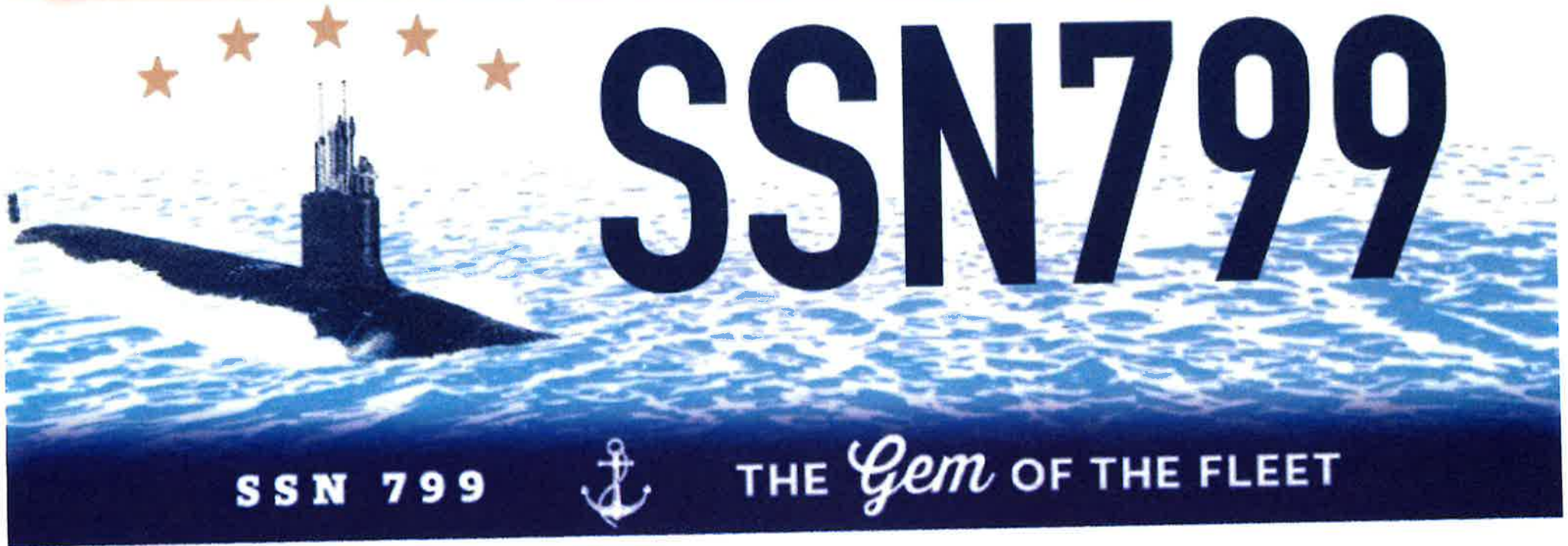
- Not a specialty plate
- No additional fees
- Printing costs covered by \$2.75 plate fee
- Numbering to be set by ITD

*attachment 1 march 6 2025*

Questions?

attachment 1 March 6 2025

*USS* IDAHO



SSN 799



THE *Gem* OF THE FLEET

March 6, 2025 Attachment 2

**AMENDED AGENDA #1**  
**SENATE TRANSPORTATION COMMITTEE**  
**1:00 P.M.**  
**Room WW53**  
**Thursday, March 13, 2025**

For members of the public to observe the meeting, please click on the following link:  
<https://www.idahoptv.org/shows/idahoinsession/ww53/>

<b>SUBJECT</b>	<b>DESCRIPTION</b>	<b>PRESENTER</b>
<b>MINUTES APPROVAL:</b>	Minutes of March 4, 2025	Sen. Adams Sen. Hart
<b>MINUTES APPROVAL:</b>	Minutes of March 6, 2025	Sen. Burtenshaw Sen. Semmelroth
<a href="#"><u>H 25</u></a>	SALES TAX - Amends existing law to provide for the distribution of certain sales tax revenues to the transportation expansion and congestion mitigation fund and to local units of government for highway projects.	Rep. Palmer
<a href="#"><u>S 1140</u></a>	TRANSPORTATION - Amends existing law to define a term and to revise provisions regarding violations and enforcement.	Sen. Harris
<a href="#"><u>S 1144</u></a>	TRANSPORTATION - Repeals and adds to existing law to establish provisions regarding laying out of highways.	Sen. Harris

***Public Testimony Will Be Taken by Registering Through the Following Link:***  
[Register to Testify](#)

***If you have written testimony, please provide a copy to the committee secretary.***

COMMITTEE MEMBERS

Chairman Okuniewicz  
Vice Chairman Keyser  
Sen Burtenshaw  
Sen Hart  
Sen Adams

Sen Galloway  
Sen Kohl  
Sen Goodrich (Rabe)  
Sen Semmelroth

COMMITTEE SECRETARY

Melissa Price  
Room: WW33  
Phone: 332-1332  
Email: [stran@senate.idaho.gov](mailto:stran@senate.idaho.gov)

MINUTES  
**SENATE TRANSPORTATION COMMITTEE**

**DATE:** Thursday, March 13, 2025

**TIME:** 1:30 P.M.

**PLACE:** Room WW53

**MEMBERS PRESENT:** Chairman Okuniewicz, Vice Chairman Keyser, Senators Burtenshaw, Hart, Adams, Galloway, Kohl, Goodrich (Rabe), and Semmelroth

**ABSENT/ EXCUSED:** None

**NOTE:** The sign-in sheet, testimonies and other related materials will be retained with the minutes in the committee's office until the end of the session and will then be located on file with the minutes in the Legislative Services Library.

**CONVENED:** **Chairman Okuniewicz** called the meeting of the Senate Transportation Committee (Committee) to order at 1:00 p.m.

**MINUTES APPROVAL:** **Senator Adams** motioned to approve the Minutes of March 4, 2025. **Senator Burtenshaw** seconded the motion. The motion carried by **voice vote**.

**MINUTES APPROVAL:** **Senator Burtenshaw** motioned to approve the Minutes of March 5, 2025. **Senator Adams** seconded the motion. The motion carried by **voice vote**.

**INTRODUCTION:** **Chairman Okuniewicz** addressed the Committee and audience, stating that the Committee had a hard stop at 2:00 p.m. due to another Committee meeting in WW 53 scheduled at 2:00 p.m. Testimony on any bill would be limited accordingly and if testifiers had already made the same point, he asked speakers to consider skipping repetitive testimony.

**H 25** **SALES TAX - Amends existing law to provide for the distribution of certain sales tax revenues to the transportation expansion and congestion mitigation (TECM) fund and to local units of government for highway projects.** **Representative Palmer** from District 20 addressed the Committee, summarizing **H 25** and its impact. He explained that the bill would add \$20 million per year over three years, totaling \$60 million, and set a fixed funding amount of \$45 million to help local governments plan ahead. The funding would also support the State's bonding program.

**DISCUSSION:** **Chairman Okuniewicz** requested that Representative Palmer provide background on the TECM Fund. **Representative Palmer** stated that the TECM Fund was established in 2017. Initially it was funded through sales tax revenue, but eventually evolved into a bonding system for large infrastructure projects. He noted that TECM had helped fund major projects across the State, saving taxpayers hundreds of millions of dollars by securing funding before construction costs escalated. **Representative Palmer** highlighted that the current bond interest rate was 3.81% with a 25 year repayment period, while the funded projects were expected to last 50 to 75 years. He emphasized that this approach allowed the State to invest in infrastructure efficiently while minimizing long-term taxpayer costs.

**MOTION:** **Senator Burtenshaw** motioned to send **H 25** to the floor with a **do pass** recommendation. **Senator Kohl** seconded the motion. The motion passed by **voice vote**. **Senator Hart** requested to be recorded as voting nay.

**S 1140**

**TRANSPORTATION - Amends existing law to define a term and to revise provisions regarding violations and enforcement.** **Senator Harris** from District 35 presented **S 1140**, explaining that it introduced new definitions related to transportation policy. He noted that the bill clarified terms such as "primary benefit of motor vehicles", aligning them with existing Idaho Code §§ 40-104 and 40-708. These definitions helped establish policies for expenditures on bridges and highways that primarily benefited motor vehicles. **Senator Harris** also pointed out minor wording changes, which included replacing "public officials" with "public employees" in the reporting section. He acknowledged a small correction was needed in the bill and requested that it be sent to the 14th Order of Business for possible amendment.

**DISCUSSION:**

**Senator Semmelroth** asked about a section in the bill, lines 26–28, which referenced highway improvements to existing or new bicycle and pedestrian facilities. She requested examples of what these improvements would include and asked for clarification on the correction being proposed. She also posed a hypothetical scenario in which a child was hit by a car after an improvement was made, possibly due to an unsafe design for pedestrians or cyclists. She asked whether, in such a case, the highway district would be able to install safety measures after the project's completion to address the issue, or if the restrictions in the bill would prevent necessary pedestrian and cyclist safety upgrades from being added later. **Senator Harris** responded that bicycle lanes, crosswalks, and similar infrastructure would likely be included as collateral improvements within a project primarily focused on motor vehicles. He referenced the definition of "primary benefit of motor vehicles", noting that it would be addressed further in the next proposed legislation. He stated regarding Senator Semmelroth's scenario, that the highway improvements were to protect pedestrians and would be included in a project revamp if safety concerns arose. However, he emphasized that since the primary benefit of such projects were for motor vehicles, the road's primary function remained focused on cars. He added that in future legislation, such safety measures would be considered and included up-front rather than added later.

**Chairman Okuniewicz** asked if the bill would prevent reevaluating a previously completed intersection project and later adding a sidewalk, even if the sidewalk was funded through a different source. **Senator Harris** responded that there was no prohibition on reevaluating an intersection after a project was completed. If a problem was discovered later, the highway district could go back and make necessary fixes. He explained that there had been a push to narrow roads in favor of adding sidewalks or other pedestrian infrastructure. However, reducing lanes had led to increased traffic congestion. The bill sought to ensure that roads were widened for vehicle safety, while still incorporating sidewalks where possible, rather than prioritizing pedestrian infrastructure at the expense of traffic flow. **Senator Harris** confirmed that multiple funding sources existed for road projects. The funding outlined in this bill was not the sole source for local roadwork, as local entities could also receive money through different chapters of Idaho Code.

**Senator Hart** asked whether past transportation projects focused on bicycle lanes would be restricted under this legislation. Additionally, he sought clarification on the bill's context, inquiring about the scope of Chapter 40 of the Idaho Code and whether the legislation applied to a specific type of project. **Senator Harris** responded that no bicycle lanes would be prohibited under the legislation. As for other related projects, he acknowledged he would need to get back to the Committee. The definitions were added to fit into Title 40, specifically 40-605.

**TESTIMONY:** **David Guiotto**, with Idaho Walk Bike Alliance highlighted that in many rural communities and small towns, Main Street often doubled as a highway. Through conversations with local educators, parents, and community leaders, it became clear that they sought more—not less—control over their streets. While the current code posed no major issues, the proposed changes could introduce administrative barriers and potential legal challenges. He cited an example, if a school board in Jerome, Idaho, wanted to add a stop sign or crosswalk, resistance from the community could create conflicts. Adopting the language may lead to unnecessary litigation and make it harder for communities to implement safety measures.

**Vickie Fadness** from Lewiston, Idaho District 7 represented herself in opposition to **S 1140** and **S 1144**. She expressed concerns that the language of the bills were unclear. She stated that they would restrict local districts and highway districts from modifying roads and pathways to accommodate various transportation needs, including motor vehicles, pedestrians, and cyclists. She emphasized that both urban and rural communities in Idaho were actively planning for future housing, commercial development, and transportation infrastructure. She opposed the idea of the State imposing arbitrary laws without a clear understanding of local needs, asserting that such decisions should remain at the community level. She urged lawmakers not to pass the bills, stating that the state government could not adequately address the evolving transportation needs of Idaho's diverse communities.

**Courtney Madigan** testified on behalf of herself and her child, a survivor of traffic violence. She expressed concerns about the bill's language, particularly the provision stating that highway improvements for new or existing bicycle infrastructure could only be included if they primarily benefited motor vehicles. She argued that this contradicted the 2021 national Complete Streets policy, which prioritized safe, accessible streets for users of all ages and abilities. Additionally, she opposed a provision imposing misdemeanor charges and fines on elected officials and highway district officers for making safety improvements. She criticized the bill for criminalizing efforts to create safer streets and ceded the remainder of her time to her child.

**Max Wyatt** testified on his own behalf, sharing his personal experience to educate others. In 2015, while riding his bike home from school, he was struck by a van, leaving him permanently scarred and hospitalized for nearly three months. He acknowledged the support he received during his recovery, but emphasized that others might not be as fortunate. He warned that without proper safety measures, more people could suffer similar or worse fates.

**DISCUSSION:** **Senator Semmelroth** asked what happened after the accident and how it impacted Max's recovery and daily life. She inquired if there were any road safety improvements made in the area following his accident and if so, what changes were implemented. **Ms. Madigan** explained that within days of Max's accident, a local resident started a traffic-calming petition. The signature-gathering process continued for months with Ada County Highway District (ACHD), involving door-to-door efforts across a two-mile stretch. However, implementing traffic-calming measures on Kootenai Street, where Max was hit, took approximately eight years. In July 2023, they were invited to the ribbon-cutting ceremony for the completed improvements. She emphasized that traffic safety upgrades were already costly and time-consuming, and the proposed bill would make it even more difficult for transportation districts to implement necessary changes.

**TESTIMONY:** **Charles Miller** testified in opposition to **S 1140**, citing technical concerns. He criticized the bill's language, particularly the requirement that improvements must provide a "collateral or secondary benefit," noting that those terms were not clearly defined. He questioned how many legal disputes would arise in the future over their interpretation. **Mr. Miller** expressed skepticism about assurances that the bill would not prevent necessary infrastructure updates, pointing out that the text explicitly prohibited pedestrian improvements. He argued that road departments were already empowered to determine necessary changes and that the bill would only serve to unnecessarily restrict their ability to make vital improvements.

**Julia Joy** represented her minor child, she shared the heartbreaking story of her son witnessing the tragic death of his friend who was struck and killed by a driver while crossing in a crosswalk on the way to school. She described the lasting trauma her son endured, being covered in blood and forever changed by the event. Julia spoke of the profound impact on her family, the community, and the school, all of whom have mourned the loss. She emphasized that the tragedy affected not only her city, but people worldwide. She highlighted the importance of infrastructure improvements to save lives, expressing that the loss of a child to such an incident was something no parent should ever have to experience.

**DISCUSSION:** **Chairman Okuniewicz** asked Senator Harris whether **S 1140** would restrict cities or counties from using their own funds. Specifically, he inquired if a city or county could still allocate money to upgrade an existing bike path or if the legislation would prohibit such spending. **Senator Harris** responded it did not prohibit counties to build bike paths. He discussed the bill's language, particularly the definition of "primary benefit of motor vehicles," which included improving vehicle travel flow, reducing travel times, adding turn lanes, and improving efficiency. He stated that as long as traffic flow improved, there was no prohibition on adding crosswalks or bike lanes, despite the focus on motor vehicles. He referenced existing Idaho Code §§ 40-101 and 40-708. The Legislature's policy was on expenditures that included development, bridges, and highways that benefited primarily motor vehicles, and the TECM Program which focused on the benefit of motor vehicles. **Chairman Okuniewicz** noted that if the language was not meant to be restrictive on cities and counties, they should be able to use their funds as needed. **Senator Harris** responded no, if the Legislature appropriated a set amount of money to a local government, the expectation was that the priority was given to roads first. Sidewalks and bike lanes would be incorporated as needed, but they were considered secondary to road development. **Chairman Okuniewicz** asked if the legislature allocated funds to a local government, the priority should be on roads first, with sidewalks and bike lanes included as a secondary consideration. **Senator Harris** responded yes.

**Senator Burtenshaw** asked if the bill limited the community's ability to participate in construction projects within their own areas, and did it restrict decisions regarding roadways passing through their communities. **Senator Harris** responded no.

**Senator Kohl** asked if the bill affected local control. **Senator Harris** responded State funds could be limited.

**Senator Semmelroth** asked for clarification between the questions asked and what was in the bill. If the bill did not limit local control over decisions to build roads that were safe for kids and non-motorized transportation, then what was the purpose of the bill. She stated that Kootenai Street used to be a busy street, and the project there was designed to accommodate bikes, kids, and people who did not primarily use motor vehicles. The traffic-calming measures that benefited the district and community, would not be possible under the legislation with the proposed changes. **Senator Harris** responded that the bill would affect local control because if funding



was directed to highway districts, the primary focus would be on benefiting motor vehicles. That meant that if local governments accepted the funding, they would be required to prioritize reducing congestion and improving vehicle flow, potentially limiting flexibility for other transportation improvements. **Senator Harris** stated that the intention was not to prohibit traffic-calming measures. The bill focused on highway projects and funding for highway districts, with an emphasis on reducing traffic congestion and improving highway safety. The language regarding improvements to existing bicycle and pedestrian facilities was meant to clarify that those improvements could be made, but only if they primarily benefited motor vehicles. He stated the clarification was on how highway district funds were spent.

**Senator Galloway** asked if the State funds were affected by the language, and whether the impact would affect local property taxes, county fees, or any local money used for transportation projects. **Senator Harris** responded he did not know and would find out.

**MOTION:** **Senator Kohl** motioned to send **S 1140** to the 14th Order of Business without recommendation. **Senator Galloway** seconded the motion. The motion passed by **voice vote**.

**S 1144** **TRANSPORTATION - Repeals and adds to existing law to establish provisions regarding laying out of highways.** **Senator Harris** introduced **S 1144** . It was a repeal of Idaho Code 40-605, with the primary purpose of clarifying the repeal and introducing new definitions. The bill specified the primary benefit of motor vehicles and it addressed the right-of-way requirements. He stated that Subsection 3 allowed for the improvement of existing bike facilities as a secondary collateral benefit when necessary to enhance pedestrian and bicycle safety near schools, parks, and other designated areas. There was no prohibition on those improvements, districts could still make them. Essentially, **S 1144** focused on improving vehicle traffic flow, intersection efficiency, and transportation management systems while outlining those improvements as part of a broader, combined approach.

**DISCUSSION:** **Chairman Okuniewicz** inquired if **S 1144** was a stand alone bill, or did it require **S 1140** to pass in order to function. **Senator Harris** responded it required **S 1140** to pass.

**Senator Semmelroth** asked if Senator Harris could define what designated bicycle or pedestrian meant and was it defined in Idaho code. She also questioned line 28, which stated that, for a highway functioning as a nonresidential collector or arterial highway, commissioners may only increase the width, straighten, or relocate the highway. She asked if this bill would allow for a decrease in road width if traffic had decreased in a neighborhood and there was no longer a need for as much road space. **Senator Harris** responded he could not find it in Idaho Code, and the road would have to be left alone to ensure roads did not narrow.

**TESTIMONY:** **Logan Rutt** testified against both **S 1144** and **S1140**, expressing concern over State overreach in local transportation decisions. He emphasized that Idaho's 40 counties each had unique transportation challenges, with local experts best suited to make decisions for their communities. **Mr. Rutt** highlighted the importance of local control, where elected county commissioners, who were experts in urban planning and road maintenance, currently decided on road issues. He feared the bills would undermine citizens' ability to influence decisions through voting and collaboration with their representatives. **Mr. Rutt** also expressed concern that local communities would lose the ability to install necessary pedestrian safety infrastructure outside of designated areas like schools, parks, and churches. He urged the committee to uphold local governance principles and allow local experts and communities to make decisions about their roadways.

**Jonathan Oppenheimer**, Idaho Conservation League, testified that he represented 30,000 members from across Idaho who had testified against **S 1144**. He expressed concerns about its limitations on pedestrian and cyclist improvements. The bill would treat such improvements as secondary or collateral benefits. He highlighted that most funding for highway projects came from state and federal grants, not local sources, making it difficult for cities or counties to fund pedestrian infrastructure on their own. He stressed that transportation planning directly impacted people's lives and the economy, and while they recognized the State's role in guiding transportation, the bill would interfere with the ability to address local community needs.

**Gillian Horn** stated she navigated the busy streets of the North End with her toddler, and expressed deep concern about **S 1140** and **S 1141**. She said she enjoyed riding her bike, but relied more on her car, and recognized that many people, especially those who could not afford a car, depended on bicycles for transportation. She emphasized the potential dangers the bills posed to street safety, particularly for children walking or biking to school. **Ms. Horn** criticized the bills for ignoring evidence-based transportation planning and pointed out that widening roads could make them more dangerous.

**DISCUSSION:** **Chairman Okuniewicz** asked about the guidelines of **S 1140**. He asked if the bill would prohibit changes to road widths, no matter where the funding source came from. **Senator Harris** responded that highway districts were largely funded by the State, which meant that State guidelines would have significant influence over how those funds were spent, including restrictions on road changes like widening.

**Senator Burtenshaw** read a sentence from AARP Idaho, and asked Senator Harris if he could verify if what they said was true or not. As written, **S 1140** and **S 1144** limited the ability for local transportation planners and engineers to design and build safe, well-planned streets based on what was best for the community. **Senator Harris** replied he did not think it limited the local communities input.

**MOTION:** **Senator Burtenshaw** motioned to send **S 1144** to the floor with a **do pass** recommendation. **Senator Kohl** seconded the motion. The motion carried by **voice vote**. **Senators Hart, Semmelroth and Goodrich** requested to be recorded as voting nay.

**DISCUSSION:** **Chairman Okuniewicz** voiced concerns about the language in **S 1144**, noting that while **S 1140** made sense since allocated funds were designated for a specific purpose, **S 1144** appeared to suggest that road changes should be restricted to a certain width regardless of funding source. He stated he was open to supporting the motion to send it to the floor but would reserve his vote until the language was further clarified.

**ADJOURNED** There being no further business at this time, **Chairman Okuniewicz** adjourned the meeting at 2:00 p.m.

---

Senator Okuniewicz  
Chair

---

Melissa Price  
Secretary