

REGULAR MEETING  
IDAHO TRANSPORTATION BOARD  
February 19, 2025

The Idaho Transportation Board met at 8:30 AM on Wednesday, February 19, 2025, in Boise, Idaho. The following principals were present:

William H. Moad, Chairman  
Gary Osborn, Member – District 2  
Julie DeLorenzo, Vice Chair – District 3  
Mitch Watkins, Member – District 4  
Scott Stokes, Director  
Dan McElhinney, Chief Deputy/Chief Operations Officer  
Lorraine Dennis, Business Executive to the Board  
Tim Thomas, Lead Deputy Attorney General

District 5 Member John Bulger and District 6 Member Bob Hoff participated via video conferencing. Roll call was taken.

Revenue Summary and Idaho Transportation Investment Program (ITIP) Update Workshop. Highway Division Administrator Amy Schroeder introduced staff providing the overview of the ITIP programs and process taken for the upcoming FY26-FY32 update. She noted the ITIP update is done with high engagement and coordination with the districts and other stakeholders.

Financial Manager Kirk Weiskircher reported on ITD's fund source and distribution and reviewed the State Highway Dedicated Fund cash flow projections through January 31, 2025 for FY25 – FY29. Of note, the available cash for construction, after expenditures and additional sources, show a continual decline for the projected years - going from \$100.1 million in FY25 to a projected \$79.3 million in FY29. Available cash for the beginning of FY26 is \$31.2 million, in comparison to FY25's \$53.2 million, which includes \$29 million of the unspent appropriation for the State Street building.

Program Control Manager Colleen Wonacott reviewed the annual ITIP update cycle for FY26-FY32, available versus programmed funding by performance program, and holdbacks, reserves and set-asides in the ITIP. Some highlights included in February; the Board reviews program target levels used to develop the draft ITIP. Most of the program funding levels are recommended to remain the same, or as set by policy, and includes the creation of a new Transportation System Management and Operations (TSMO) program. Hold-back and reserve amounts are programmed at \$20 million per year. Changes in set-asides include decreases in bridge (\$3M) and roadside (\$4M) safety repairs and an increase in damage support (\$3M) in order to fund the new TSMO program.

Project Management Office Manager Brad Wolfinger reported on the new TSMO program and funding recommendations. Some highlights included projects in the TSMO are

intended to install new standalone facilities and assets or maintain existing assets. There are no changes to the pavement or bridge programs' funding levels – sustained at \$200 million and \$100 million respectively. The recommendation is that TSMO program funding starts with \$6 million in FY26 and increases to \$12 million by FY31 and beyond.

In response to several board questions regarding the TSMO program, CD McElhinney offered ITD developed the program from what they already had such as traffic signals and digital message signs. Next level is to incorporate urban congestion areas. Staff will provide more detail at the June Board Workshop.

Safety Share. Aeronautics Administrator Tom Mahoney reported on the importance of taking CPR and shared a personal experience of applying it during a roadside incident.

Elect Board Vice Chair. The chairman called for nominations to elect a Transportation Board vice chair. Member Hoff made a motion to elect Member Osborn as vice chair, seconded by Member DeLorenzo, and the motion passed by roll call vote.

Board Subcommittee Assignments. The Board updated its subcommittee assignments. Notable changes included Member Hoff will chair the 129,000 Pound Truck Routes, and when a new District 1 member is appointed, they will serve on that subcommittee and Audits.

Board Minutes. Member Watkins made a motion to approve the minutes of January 15, 2025, seconded by Vice Chair Osborn, and the motion passed by roll call vote.

Board Meeting Dates. The remaining 2025 dates for October through December were scheduled.

Consent Items. Vice Chair Osborn made a motion, seconded by Member Watkins, and it passed unopposed by roll call vote, to approve the following resolution:

RES. NO.        *NOW THEREFORE BE IT RESOLVED*, that the Board approves adding the Magic  
ITB25-08        Valley MPO transit projects, Bannock Transportation Planning Organization  
Transit Capital sidewalk project and BTPO Transit Other Capital project to the  
FY25 -FY31 ITIP, amending COMPASS' transit project to the FY25-31 ITIP,  
contract to reject, and contracts to award.

1) Add Magic Valley (MV) MPO transit projects to FY25 of the FY25-FY31 Idaho Transportation Investment Program (ITIP). The transit projects were previously approved with formerly funded Rural 5311 CARES funds. With the formation of the MVMPO, the projects will be funded using 5307 Small Urban formula funds, which require inclusion in the Transportation Improvement Plan (TIP). The Twin Falls City Council approved a draft of the temporary TIP that will be advanced to MVMPO for board approval that allows these project to move forward until a full TIP is developed in two years from now.

2) Add Bannock Transportation Planning Organization (BTPO) transit capital sidewalk repair to the FY25-FY31 ITIP. At the request of the BTPO and sponsor Pocatello Regional Transit (PRT), the ADA sidewalk repair project will be funded with 5307 Small Urban funds. The FY25 project cost is \$375,000 of which the PRT will pay \$75,000 local match.

3) Add BTPO transit other capital project administration to the FY25-FY31 ITIP. At the request of the BTPO and sponsor PRT, four projects for administration and indirect costs of transit operations will be added to FY25 - FY28 of the ITIP. The project cost of \$281,918 per year is funded with 5307 Small Urban funds with PRT paying \$56,384 local match for each.

4) Amend COMPASS's transit project to the FY25-FY31 ITIP. At the request of COMPASS and sponsor Valley Regional Transit (VRT), the 5307 Small Urban capital replacement project programmed for FY25, will be amended to allow for an overall project increase. The project cost is \$2,738,750 with VRT paying the \$547,750 of local match. The project increase of \$2.4 million is covered from project rebalancing.

5) Contract to reject. The lower bid on the following project is more than ten percent over the engineer's estimate, requiring justification. Staff recommends rejecting the contract that is 41% over the EE. Key #23183 SIA, District 3, SH-55, digital message sign, bidder Granite Excavation for \$787,513.51.

6) Contracts to award. The low bid on the following projects are more than ten percent over the engineer's estimate, requiring justification. Staff recommends awarding the contracts. Key #21911, US-91, Yellowstone Ave – Breneman to Knudsen, District 5 to low bidder H-K Contractors for \$294,569. Key #21970, bridge repairs, District 3 to low bidder Coldwater Group for \$3,302,685.50. The Districts do not believe re-advertising the project would result in lower bid.

#### Informational Items.

1) Contract awards and advertisements. There were three ITD and one Local contract awarded that did not require Board approval for the month of January 2025. From October 1, 2024 to January 31, 2025 there were 22 ITD and 10 local contracts awarded.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From December 29, 2024 through January 25, 2025, 13 new professional services agreements and work tasks were processed, totaling \$5,196,500. Three supplemental agreements to existing professional services were processed during this period for \$529,334.

3) Idaho 48 Rigby speed zone adjustment. As a result of a traffic operations evaluation on SH-48 in Rigby, District 6 determined to extend the 45 MPH speed zone to start just before entering town limits east of N. 4100 East Road to be an appropriation adjustment. The study

was conducted in cooperation with local law enforcement, local legislators, and Jefferson County.

4) Monthly report of federal formula program funding through January 31. Idaho received obligation authority (OA) of \$211.4 million through March 14, 2025. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$455.6 million. Allotted program funding is \$233.8 million with \$187.5 million remaining.

Director's Monthly Report. Director Stokes reported on ITD's innovations, legislative presentations, federal activity and the statewide name a snowplow campaign. Some highlights included February 16 is National Innovation Day. ITD launched a new innovation campaign called Olympics that is a point-based cash incentive for employee-driven innovations. ITD gave three annual legislative presentations. In respect to the State Street campus, legislators plan for a separate oversight hearing to discuss. At the federal level, there has been some uncertainty, but for now, funding for electric vehicle infrastructure has been put on hold along with several other discretionary grant funded projects previously awarded.

Chief External Affairs Officer Mollie McCarty reported on the American Association of State Highway Transportation Officials Briefing Conference in Washington, DC she attended that focused on policy issues. The new Secretary of Transportation Sean Duffy addressed the group conveying the president's vision. He shared emphasis on aviation safety, building more highway systems better and cheaper, streamlining paperwork, leverage private partnerships and supporting buy America. There were discussions on the federal highway funding bill, of which Idaho is a donee state, expiring next year. Overall, we can anticipate less grant funding and more focus on federal formula funding.

Director Stokes concluded his remarks reporting on the statewide snowplow campaign. In coordination with the schools, middle/high school students submitted proposed names that ITD employees voted on naming two snowplows for each district. The winning schools received an ITD snowplow visit focused on sharing safety information and winter driving.

Legislative Update. Government Affairs Manager Colby Cameron reported the Joint Finance Appropriation Committee (JFAC) is in the midst of agency hearings and anticipates maintenance budget setting to begin about three weeks out. ITD's administrative rules were approved at the committee level and the legislation is advancing. The Transportation Expansion & Congestion Mitigation (TECM) proposal is still sitting in the Tax Committee with expectations of advancing. There is proposed legislation regarding ITD conducting long range highway planning studies that staff is watching closely. GAM Cameron highlighted other legislative proposals such as abandoned vehicles, dig once, covered loads and mobile drivers licenses.

In response to Member DeLorenzo's question about concerns with the TECM proposal bonding capacity that is split over three-years, Director Stokes stated it would not impact ITD's ability to maintain the roads. TECM funding are new funds from the sales tax that would be programmed in stages like last year.

At the request of the director, GAM Cameron concluded his remarks by providing background on the proposed legislation that directs ITD to study five specific corridors. Similar to last year, there was a legislative proposal directing ITD staff to conduct a corridor study for Indian Valley that did not advance.

In response to Chairman Moad's question about ITD performing studies, GAM Cameron affirmed ITD does and it has been a major focus with those long-range planning efforts.

State FY25 Financial Statements Quarterly Report. Financial Manager Kirk Weiskircher presented the department's FY25 financial statement activity from July 1, 2024 through December 31, 2024. Some highlights included actual revenue to the State Highway Fund (SHF) are slightly above forecast, and revenue to the Highway Distribution Account is about \$4 million over forecast. Expenditures for the SHF are slightly over forecast, which does not include \$29 million of unspent funds for the State Street building. Revenue to the Aeronautics Fund are above forecast with expenditures above forecast (just under \$3,000) due to timing on grant funded and facility projects. Revenue for the TECM Fund are slightly over due to interest with expenditures of \$87.6 million. The Strategic Initiatives Program Fund balance is \$355.2 million. Bond proceed expenses for GARVEE and TECM are \$616,000 and \$227.4 million respectively. Expenditures of CARES Act Funding for public transit is \$1.35 million.

Local Rural Highway Investment Program (LRHIP) Annual Report. State Design Engineer Monica Crider introduced Local Highway Technical Assistance Council (LHTAC) Construction Engineer Megan Kautz.

LHTAC CE Kautz provided an overview of the LRHIP program background, scoring criteria, application process, fund eligibility, FY24 project highlights and a look ahead for FY25. Some highlights included in FY24, LHTAC exchanged \$5 million of federal funds for \$4 million in state through the Surface Transportation Block Grant Rural Exchange Program. Eligible use of funds are up to \$100,000 for construction funds, up to \$30,000 for signs, up to \$50,000 for new transportation plans and up to \$30,000 for updated plans, and up to \$100,000 for emergency projects. In FY24, LHTAC funded 54 grant projects totaling \$3.6 million. For FY25, they received 82 applications and funded 57 projects.

Contract Award for SH-75, Elkhorn Road to River Street, Ketchum. District 4 Engineer Jesse Barrus reviewed the contract to award for the SH-75, Elkhorn Road to River Street widening reconstruction project. The project was 18% or \$4.3 million over the engineer's estimate and had three bidders. Because some of the items are not commonly used and sourcing a waste sight along with the hauling distance, made it more challenging to bid.

Member Watkins made a motion, seconded by Member DeLorenzo, and passed by roll call vote to approve the following resolution:

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board to

ITB25-09        approve awarding contracts that exceed the engineers estimate by more than 110%; and

WHEREAS, District 4 will administer this project; and  
WHEREAS, the contract will not be awarded until the funding has been scheduled and obligated.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves Key No. 20033, SH-75, Elkhorn to Ketchum to be awarded to the responsive low bidder in the amount of \$28,502,334.00.

Board Unallocated Funds Request for a Traffic Signal at US-93 and SH-25. District 4 Engineer Jesse Barrus reported the request for a traffic signal in Jerome County at US-93 and SH-25 adds to an existing Board Unallocated funded project in FY23 for traffic signal upgrades. The intersection gets heavy commercial vehicle traffic. In coordination with a previous highway expansion project, the infrastructure needed for a traffic signal was built. The intersection now meets the warrant criteria for a signal and would be ready to build this spring.

Member Watkins made a motion, seconded by Member Osborn, and passed by roll call vote to approve the following resolution:

RES. NO.        WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,  
ITB25-10        mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to build a traffic signal at the intersection US-93 and SH-25 in Jerome County; and

WHEREAS, ITD and the contractor are prepared to incorporate this traffic signal into the Key No. 24243 District 4 Signal Upgrades project.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves a traffic signal at the intersection of US-93 and SH-25 be constructed using FY25 Board Unallocated Funds at an estimated cost of \$900,000.

Board Unallocated Funds Request for a Traffic Signal at SH-48 and N 4000 E. Engineering Manager Mark Hayes gave an overview of the request to purchase and install a traffic signal in Jefferson County at the intersection of SH-48 and N 4000 E. There are safety concerns due to increased congestion, and over the last five years, there have been 11 vehicle crashes. Jefferson County will pay for half the cost – including design and install the signal. ITD will pay for half the cost up to \$500,000.

CD McElhinney added this request ties into the previous board item (lowering the speed limit from 55 MPH to 45 MPH on SH-48 in Rigby) where staff is working with local law enforcement to address speed zone needs.

Member Hoff made a motion, seconded by Member DeLorenzo, and passed by roll call vote to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB25-11 Department mission of safety, mobility, and economic opportunity; and  
WHEREAS, it is in the public interest for ITD to assist Jefferson County in the purchase and installation of a traffic signal; and

WHEREAS, ITD is prepared to incorporate this project into the approved Idaho Transportation Investment Program (ITIP).

*NOW THEREFORE BE IT RESOLVED*, that Board approves adding the SH-48 N 4000 E Traffic Signal project to FY25 of the FY25-FY31 ITIP at a cost of approximately \$500,000 using FY25 Board Unallocated Funds.

Board Unallocated Funds Request to Add Four District 3 Planning Studies to the ITIP.

District 3 Engineer Jason Brinkman reviewed the proposed southwest Idaho study areas experiencing significant growth, impacted by new or future developments and/or limited highway passing opportunities. They are SH-55, Round Valley to McCall corridor study, Valley County - 60 miles; US-95, Payette to Weiser continuous passing lanes, Washington and Payette Counties – 10 miles; I-84, Gowen Road (Boise) to Mountain Home widening, Ada and Elmore Counties – 40 miles; and SH-69, southern extension, to I-84 at Blacks Creek Rd. Interchange, Ada County – 4 miles (+14 miles). The latter study area also ties into an ongoing study, Kuna-Mora Road, as a candidate for a beltway. The 2-lane roadway is under ACHD.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB25-12 Department mission of safety, mobility, and economic opportunity; and

WHEREAS, the Board is charged with considering the current condition and future needs of the highway system; and

WHEREAS, it is in the public interest for ITD to begin studying the needs of additional routes in the Treasure Valley.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the addition of four District 3 corridor studies to FY25 of the approved FY25-31 Idaho Transportation Investment Program using FY25 Board Unallocated Funds at an estimated cost of \$1,800,000 for the following projects:

<b>PROJECT</b>	<b>PC</b>
SH-55, Round Valley to McCall Corridor Study	\$600,000
US-95, Payette to Weiser Continuous Passing Lanes	\$400,000
I-84, Gowen Road to Mountain Home	\$400,000

SH-69, Southern Ext to I-84 at Blacks Creek Road IC \$400,000

PC – Preliminary Engineering by Consultant  
Ext. – Extension  
IC – Interchange

SH-69, Potential STARs Agreement for Widening Between Victory and Columbia. District 3 Engineer Jason Brinkman provided an overview on the Sales Tax Anticipation Revenue (STAR) Program, the corridor project from SH-69, Overland Rd. (Meridian) to Orchard Ave (Kuna), and a partnership opportunity with Brighton. Some highlights included per statute, the STAR program allows developers of a new retail complex to receive a rebate of 60% of the sales tax collections up to the total of the transportation improvements – minimum of \$6 million and cap of \$35 million. The 7-mile corridor project addresses the future connectivity to the southern beltway studying 12 major intersections and upgrading from 4 lanes to 6 lanes. Brighton’s Apex Zenith Development on SH-69 is a STAR Program candidate. DE-3 Brinkman reported they are currently work on a draft agreement.

Brighton Developer John Wordle reported on their 450 square foot Apex Zenith development, Pinnacle, that is eligible for the STAR Program. Phase 1 makes improvements on SH-69 between Lake Hazel and Columbia. They are working on Phase 2 from Victory to Lake Hazel. The project is an investment on ITD and ACHD routes.

In response to Member DeLorenzo’s inquiring about Phase 2 improvements, DE-3 Brinkman stated this request is to setup a project key number adding it to the ITIP – a criteria making it eligible for the STAR Program. Staff will bring a draft agreement to the Board when done. Member DeLorenzo commented on the STAR Program cap of \$35 million and the need for a legislative fix to increase it and expand to other non-retail establishments.

Member DeLorenzo made a motion, seconded by Member Osborn, and passed by roll call vote to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation  
ITB25-13 Department’s mission of safety, mobility, and economic opportunity; and

WHEREAS, the Idaho Transportation Department has recognized a need for roadway improvements and expansion on State Highway 69; and

WHEREAS, the Idaho Transportation Department has completed a corridor study identifying proposed improvements and expansion for State Highway 69; and

WHEREAS, having a project in the Idaho Transportation Improvement Program (ITIP) provides maximum flexibility to work with other agencies, private partners, and the local communities in the area; and



WHEREAS, there is developer interest in engaging in the Sales Tax Anticipation Revenue (STAR) Program to facilitate components of the improvements and expansion on State Highway 69.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves adding the SH-69 Corridor project between Victory and Columbia and the surrounding highway segments to FY25 of the approved FY25-FY31 ITIP.

*BE IT FURTHER RESOLVED*, that the Board approves staff to pursue partnership options leveraging the STAR program and to facilitate draft agreements as necessary.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for consultant agreement authorization for design and construction engineering and inspection (CE&I) services. The six projects, as shown in the resolution, are District 3, Old Hwy. 30, W. Plymouth Street Bridge, Canyon County by Forsgren Associates; SH-44, Star Rd. to SH-16, Ada County by Ardurra Group; US-26/Jct. Hitt Rd., Bonneville County by Horrocks Engineers; I-90 Coeur d’Alene River Bridges east and westbound lanes, Kootenai County by HDR Engineering; SH-28 (MP 101 to 125) and US-93 (MP 100 – 160) Custer County by HMM; and SH-16/Jct. SH-44 to Jct. SH-52 Ada and Gem Counties by Horrocks. SDE Crider reviewed the project background and justification and outlined the requested authorization for each project.

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

RES. NO. ITB25-14 WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to authorize professional services agreements greater than \$1,000,000 and each subsequent cost increase, work task agreements greater than \$500,000, cumulative work task agreements on a project greater than \$1,500,000, and consultant two-year work task agreement total greater than \$1,500,000; and

WHEREAS, the Idaho Transportation Board has been provided details about each project requesting authorization; and

WHEREAS, funding will be committed to these agreements before they are executed.

*NOW THEREFORE BE IT RESOLVED*, that the Board hereby grants the authority for professional service agreement(s) as noted in the following table:

KEY NUMBER/SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AGREEMENT	TOTAL AUTHORIZATION
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13494 <sup>1</sup> / Design	STC-7787, Old Hwy 30, W Plymouth St Br, Canyon County	3	\$2,766,468	\$2,900,000	\$251,000	\$3,017,468
20574 <sup>1</sup> / Design	SH-44, Star Rd to SH-16, Ada County	3	\$1,331,994	\$1,482,348	\$279,000	\$1,610,994
21923 <sup>1</sup> / Design	US-26, JCT HITT ROAD (25TH E), BONNEVILLE CO	6	\$928,908	-	\$190,810	\$1,119,718
21935 <sup>1</sup> / CE&I	I-90, Coeur d'Alene River Bridges Eastbound Lane & Westbound Lane, Kootenai County	1	\$397,586	-	\$1,600,000	\$1,997,586
22686, 23215, 22765, 23242 <sup>1</sup> / CE&I	SH-28 Lemhi River Bridge to Tendoy; SH-28, Tendoy to Baker & US-93 Salmon North; US-93, Mackay to Mackay Reservoir, Custer County; US-93, Willow Creek Summit to Junction SH-75, Custer County	6	\$955,160	-	\$219,025	\$1,174,185
231751 / Design	SH-16, Junction SH-44 to Junction SH-52, Ada/Gem Counties	3	\$2,941,412	\$2,950,000	\$118,000	\$3,059,412

1 Professional Agreements > \$1M

2 Work Task Agreements > \$500K

3 Cumulative Work Task Agreement for project > \$1.5M

4 Consultant Two-year Work Task total > \$1.5M

In response to Member Bulger's question about why it has taken so long to move forward with the Old Highway 30, Plymouth Street Bridge project that began in 2015, LHTAC Administrator Laila Kral stated the project design changed a few times due to requirements and

input from the Shoshone-Bannock tribes. Member Bulger noted an Ethnographic Study was done and inquired about the historic designation. LHTAC Administrator Kral replied the tribal impact depends on where the tribe traveled to – the pathway of their tribe. In response to Member Bulger’s request to review the Study, LHTAC Administrator Kral shared they were not privy to the results. The results went directly to the tribe.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 11:54 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Osborn seconded the motion and it passed unanimously by roll call vote.

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

The Board ended executive session at 1:03 PM.

Administrative Settlements Over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN23337, Project No. A023(337) US 20/26 Middleton Road to Star Road, Ada and Canyon Counties for Parcel 23.

Member DeLorenzo made a motion, seconded by Member Watkins, and it passed unopposed by roll call vote to approve the following resolution:

RES. NO.        WHEREAS, the Idaho Transportation Department is acquiring right-of-way along  
ITB25-15        US 20/26, Middleton Rd. to Star Rd., for Project No. A023(337); and

WHEREAS, the Idaho Transportation Department and the property owner have engaged in good faith negotiations; and

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner of Parcel 23.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000.00 for the right-of-way acquisition along US 20/26, Middleton Rd. to Star Rd., for Project No. A023(337), KN 23337, Parcel 23.

Administrative Settlements Over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN22715, Project No. A022(715) SH-55, Farmway Road to Middleton Road, Canyon County for Parcel 30.

Member DeLorenzo made a motion, seconded by Member Watkins, and it passed unopposed by roll call vote to approve the following resolution:

RES. NO.        WHEREAS, the Idaho Transportation Department is acquiring right- of-way along

ITB25-16 SH-55, Farmway Rd to Middleton Rd, for Project No. A022(715); and

WHEREAS, the Idaho Transportation Department and the property owner have engaged in good faith negotiations; and

WHEREAS, both parties agree that additional payment is justified in order for the Idaho Transportation Department to fairly compensate the property owner of Parcel 30.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000.00 for the right-of-way acquisition along SH-55, Farmway Rd to Middleton Rd, for Project No. A022(715), KN 22715, Parcel 30.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 1:10 PM.

Read and Approved  
March 20, 2025  
Boise, Idaho

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WILLIAM H. MOAD, CHAIRMAN  
Idaho Transportation Board

Lorraine Dennis  
Business Executive to the Board