

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
May 14 - 15, 2025

The Idaho Transportation Board met at 10:00 AM on Wednesday, May 14, 2025, in District 4 (Heyburn-Burley-Jerome), Idaho. The following principals were present:

William (Bill) H. Moad, Chairman
Paul Franz – District 1
Gary Osborn, Vice Chair - District 2
Julie DeLorenzo, Member – District 3
Mitch Watkins, Member – District 4
John Bulger, Member – District 5
Bob Hoff, Member – District 6
Lorraine Dennis, Business Executive to the Board

District 4 Tour. The Board met at the Burley project office where staff provided an update on the Elkhorn Road to River Street project. Staff, along with the prime contractor, gave an overview of the Heyburn and Burley Interchanges projects prior to the site visit. The Board also met in Jerome where staff gave an update on the I-84, Jerome to Twin Falls widening project and the I-84, South Jerome Interchange.

WHEREUPON, the Idaho Transportation Board's tour recessed at 3:30 PM.

May 15, 2025

The Idaho Transportation Board convened at 8:30 AM on Thursday, May 15, 2025, at the District 4 Office in Shoshone, Idaho. Members from the previous day were present. Chief Deputy/Chief Operations Officer Dan McElhinney and Lead Deputy Attorney General Tim Thomas joined. Director Scott Stokes joined online.

Safety Share. Operations Engineer Travis Hitchcock reported on safety and external engagement. He outlined the new steps staff takes as part of the rural highways stakeholder involvement incorporated into addressing community concerns. The US-30 Filer Safety Task Force is a recent example of ITD working with the community leaders on traffic safety operational upgrades for the Filer High School area.

Board Minutes. Member Bulger made a motion to approve the minutes of April 17 & 18, 2025, seconded by Member Hoff, and the motion passed unanimously.

Board Meeting Dates. The next meeting is June 11 & 12 in Boise, District 3.

Consent Items. Member Franz made a motion, seconded by Member DeLorenzo, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB25-31 explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

NOW THEREFORE BE IT RESOLVED, that the Board approves the State Institution Road Improvement project fund transfer.

1) State institution road improvement, Division of Veterans Services project. ITD Board Policy 4045 allocates \$30,000 annually for construction projects around state institution grounds. The FY26 project is for concrete edging along roadways and paving a new access road for the Idaho Veterans Memorial at the Boise Veterans Cemetery. Including ITD's funding, the total project budget is \$630,000.

Informational Items.

1) Contract awards and advertisements. There were 10 ITD and zero Local contracts awarded that did not require Board approval from April 1 - 28, 2025. From October 1, 2024 to April 28, 2025, 56 ITD and 13 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From March 31, 2025 through April 26, 2025, 32 new professional services agreements and work tasks were processed, totaling \$12,492,095. Eight supplemental agreements to existing professional services agreements were processed during this period for \$1,524,725.

3) Draft Long Range Transportation Plan (LRTP) 2050 update. A request for proposal will be advertised this month to hire a consultant to begin the development of the draft LRTP 2050 plan. The development will take between 18-24 months and include several phases of work including collection of traffic data and analysis of economic trends, traffic forecast modeling to accommodate future growth, assessing future needs in regions, identification of future corridors and consideration for potential new transportation generators, and public engagement in ITD's six districts.

4) SH-21 & SH-75, Stanley speed zone adjustments. District 4 completed an evaluation of traffic operations on SH-21 and SH-75 in Stanley. ITD determined reducing the speed limit to 25 MPH on SH-21 and establishing a 45 MPH speed transition zone on SH-75 to be appropriate measures to address community concerns. Speed zone adjustments made to SH-21, Mile Post (MP) 130.650 to MP 130.869 and SH-75, MP 189.000 to MP 189.200.

5) US-30, Filer speed zone adjustment. ITD completed an evaluation of traffic operations on US-30 in Filer. ITD determined moving the speed zone boundary to 45 MPH to be an

appropriate measure to address community concerns for the high school nearby. Speed zone adjustment made to US-30, MP 211.140 to MP 211.240.

6) ITD Traffic Safety and Maintenance Operations (TSMO) Plan update. TSMO is the ITD guidance on transportation systems management and operations for Idaho highways to maintain or restore the existing system performance through added efficiencies before extra capacity is needed. ITD recently established a working group to advise the chief engineer. During 2025 and early 2026, assessment of needs for current TSMO equipment and evaluating new system needs will be completed to recommend priorities for the Board to consider.

7) Draft FY26-29 Strategic Plan Report. Idaho Code 67-1903 – 67-1904 requires all state agencies to submit an annual Strategic Plan covering a minimum of four years. The required elements as established in Idaho Code, and additional guidance set by the Division of Financial Management (DFM), include a vision and mission statement, goals and objectives, performance measures and benchmarks, and key external factors. The draft plan is submitted for the Board's input with approval next month.

Adopt-A-Highway (AAH). Member Watkins presented the AAH 2024 Group of the Year Award to the Idaho West Magic Lake Recreation Club. The Club adopted four miles of SH-75 near Magic Reservoir and clean another 10-mile section known as West Magic Road. Representatives thanked ITD and the Board for the award.

Director's Monthly Report. Chief Deputy Dan McElhinney presented on behalf of Director Stokes. He reported on REAL ID, ITD's Impact Awards and the US-95 landslide. Some highlights included the Star Card federal deadline was May 7. There has been a recent surge of DMV activity. In April, there were 58,000 driver's license (DL)-related transactions. The most in DMV history. A pop-up DL office was staged at ITD's Chinden Campus that helped walk-in customers get their REAL ID. CD McElhinney shared the winners of the Impacts Awards for the categories in Career Achievement, Ideal Workplace, Kimbol Allen Excellence in Innovation, Trailblazer, Vanguard, Maintenance Team of the Year, Safety Team of the Year, Engineer of the Year and Professional of the Year. He concluded his remarks with a recap of the March 2025 US-95 landslide between Council and New Meadows and the collaboration to reopen the highway. The Board viewed a video clip of the work performed during his update.

District Engineer Report. District 4 Engineer Jesse Barrus presented his annual update addressing safety, project delivery, stakeholder engagement, awards, and innovation. Some highlights included snowplow incidents dropped from 17 in FY24 to two in FY25. Major events such as evacuating due to the Wapiti Fire in Stanley and pothole paving in preparation for the World Cup presented opportunities to partner with other districts and Idaho State Police. As of this month, the district has delivered six out of the 10 projects scheduled for FY25. Some project delivery challenges are with changes in Buy America and federal government staffing. DE Barrus reported on stakeholder engagement efforts such as adjusting signal and traffic control on SH-75 and implementing traffic safety plans in Stanley and Filer. Working with the

community to resolve issues has been beneficial for everyone. DE-4 Barrus presented an ITD Clutch Moment “Safety” Award to three Jerome staff members who provided traffic control and assisted with a roadside incident.

US-93 Traffic and 3rd Snake River Bridge Crossing Update. CD McElhinney prefaced a Request for Proposal (RFP) for a consultant contract is anticipated this month with intent to submit a Notice of Intent for FHWA approval mid-2026. Staff would subsequently seek Board approval on the decision to proceed with the environmental study, National Environmental Policy Act (NEPA).

District 4 Engineer Jesse Barrus reviewed the project background, the Snake River Crossing Planning Study, study area, traffic volumes, the Study’s findings, crossing considerations, actions completed, and NEPA timeline. Some highlights included a public meeting is scheduled for June 30, 2025 to discuss the NEPA process. The Study assessed traffic benefits for a river crossing alternative or to widen existing bridges and improve traffic mobility on US-93, Pole Line Rd./Blue Lakes Blvd. to I-84. As part of the NEPA process, they will explore multiple areas. The RFP for Pole Line and Blue Lakes closed. Traffic volumes for the US-93, Perrine Bridge are over 41,000 with future traffic congestion during peak hours assuming 1.9% annual growth. There is up to 24% truck volumes coming into Twin Falls because there is no other alternative. The Study findings determined US-93 intersection improvements at Pole Line Rd. and Blue Lakes Blvd. were the immediate need, along with widening of SH-50/Hansen Bridge. Moving towards next steps, the NEPA study process can take as long as two-years.

CD McElhinney stated with the current administration and USDOT, there is potential to expedite and simplify the NEPA process. There has been a lot of help from the Magic Valley Metropolitan Planning Organization and support from the region.

State FY25 Financial Statements Quarterly Report. Controller Robbie Swajkoski presented the department’s FY25 financial statement activity from July 1, 2024 through March 31, 2025. Some highlights included actual revenue to the State Highway Fund (SHF) are slightly above forecast, and revenue to the Highway Distribution Account is \$2.8 million below forecast. Expenditures for the SHF are slightly below forecast, which does not include unspent funds for the State Street building. Revenue to the Aeronautics Fund are above forecast with expenditures above forecast (about \$5.7 million) due to timing on grant funded and facility projects. Revenue for the TECM Fund reached the \$80 million threshold. There is a possibility that ITD will not receive any funds from the cigarette tax this fiscal year; however, there was a legislative increase for additional \$20 million TECM funding starting in FY26. TECM debt service expenditures are \$43.8 million. The Strategic Initiatives Program Fund balance is \$345.7 million. Bond proceeds expenses for GARVEE and TECM are \$616,000 and \$288.4 million respectively. Expenditures of CARES Act Funding for public transit is \$2.1 million.

In response to Member Hoff's question on how much of the \$43.8 million TECM debt service is for interest, Controller Swajkoski stated he did not have the figure on hand. However, during the meeting break, he provided \$31.7 million is interest and \$12.1 million is for principal.

2026 ITD Legislative Ideas. Government Affairs Manager Colby Cameron reviewed ITD's six potential legislative ideas stating a few may be eliminated. The proposed ideas are: raise the cap for the Bridge Inspection Account to match federal funds; clean up the Highway Distribution Account to represent current public policy 60/40 split; remove certified requirements from Administrative License Suspension; remove three-year validation for Old Timer and Classic plates; retain opt-in electronic notification to satisfy all notification requirements; and combine multiple statutes into one to standardize identity validation requirements. GAM Cameron also reported on House Bill 14, Idaho Code Cleanup Act. Staff will provide the Board a list of clean up items to review prior to submitting to the Division of Financial Management (DFM). The proposed legislative drafts are due to DFM in early August.

Review Strategy and Key Assumptions for New Transportation Expansion & Congestion Mitigation (TECM) Bonding Program. Highway Division Administrator Amy Schroeder reviewed the presentation topics – strategy for new TECM money, overview of priority corridors from respective district engineers, summary of proposed corridors, feedback from the Board, and next steps.

HDA Schroeder recapped the TECM successes for Fiscal Years 21-25 and the TECM focus areas. Some highlights included \$1.3 billion of bond proceeds were used for Statewide Safety and Capacity projects. With Leading Idaho general funds and pay as you go funds, that brings the total to \$2.3 billion. This legislative session, the governor and legislature supported additional funding for TECM. Idaho Code requires TECM funding be used on projects that expand the state system to address congestion. Candidate projects need to be ready for construction in two-four years and are bigger scale more complex projects that are not easily funded in the Idaho Transportation Investment Program (ITIP). HDA Schroeder also addressed corridor studies as a part of the long-range planning process. Those type of projects do not meet the TECM criteria but could be included in the ITIP.

Controller Robbie Swajkoski provided an overview on 2025 legislative actions and the TECM financial and market. Some highlights included the legislature passed House Bill 25 that provides additional funding (over the current \$80 million annually) for TECM - \$20 million for three years starting in FY26 through FY28 totaling \$60 million. The Strategic Initiatives Program fund was reduced by \$15 million annually. That lowers the 60/40 split to \$110 million for Locals and \$165 million for ITD. The Board approves the projects to be bonded. The last bonds sold in February 2025, and previous bonds were 25-year terms with average interest rate of 3.89%. The new \$60 million is anticipated to generate additional \$1 billion bond proceeds.

HDA Schroeder introduced the statewide corridors discussion with the six district engineers highlighting their respective high priority corridors per district. The proposed TECM

Corridors – with amendments to the Board approved TECM Corridors, are shown in the table as Exhibit 579, which is made a part hereof with like effect.

The following are the district engineers listed in presenting order: Damon Allen – District 1; Doral Hoff – District 2; Jason Brinkman – District 3; Jesse Barrus – District 4; Todd Hubbard – District 5; and Jason Minzghor – District 6.

HDA Schroeder reviewed next steps. Some highlights included staff will seek Board approval for the TECM corridors at the June board meeting, along with the TECM projects for inclusion in the draft FY26-32 ITIP. Those projects will be added to the draft ITIP for the July public comment period and subsequent Board approval in September.

In response to Member Bulger’s question regarding the future of TECM and projects in the pipeline, HDA Schroeder stated there will be a new set of projects; however, some that were in development that did not get funded can be included in this next TECM round.

CD McElhinney noted there is an informational calendar item included regarding the draft Long Range Transportation Plan 2050. Work is underway to update the plan that will be presented to the Board later this year.

In response to Vice Chair Osborn’s inquiry if staff was looking to expand or refine the corridors, HDA Schroeder stated it could be either. The recommendations include extending three of the existing corridors and continuation of the 13 Board approved corridors.

In response to Member Franz’s question if the US-95, Garwood to Sagle corridor included Coeur d’Alene to the river crossing or addressed the high traffic between Hayden and Coeur d’Alene, DE-1 Allen stated that is not part of the corridor; however, it is part of the Rathdrum Study area. ITD could consider extending the I-90 corridor south but would favor leveraging the Study results. In follow up, Member Franz inquired how far east does the I-90 corridor extend – it goes to 15th Street, according to DE-1 Allen.

Member Watkins inquired about concerns with fitting these projects with constraint on the ITIP program. HDA Schroeder stated there will likely be flexibility to program projects in the out years by accelerating projects with TECM bonds. Currently, there is a combination of bonded and regular projects in the ITIP and would be subject to balancing those needs in the ITIP.

Member DeLorenzo supports the two corridor extensions - SH-16 to Emmett and I-84 to Mountain Home, and the completion of additional corridor studies.

Board Unallocated Funds Request, SH-34 Pipe Replacement Project, District 5. District 5 Engineer Todd Hubbard reviewed the SH-34 pipe replacement project request. The First West Lateral Canal runs under SH-34 in the City of Grace and is owned by Last Chance Canal

Company. The Canal Company wants to replace the pipe and is working on finalizing the design and cost estimate. ITD wants to do the project now so it aligns with the SH-34 resurfacing project. ITD's cost to replace the pipe under the roadway is up \$122,150.

Member Bulger made a motion, seconded by Vice Chair Osborn, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB25-32 Department mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to replace the aging pipe under SH-34; and WHEREAS, the Last Chance Canal Company is prepared to replace the aging pipe; and

WHEREAS, the district will enter into an agreement with Last Chance Canal Company; and

WHEREAS, ITD is prepared to incorporate this project into the approved FY25-31 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that the Board approves the addition of SH-34, First West Lateral Pipe Replacement to the approved FY25-31 ITIP using \$122,150 FY25 Board Unallocated Funds.

BE IT FUTHER RESOLVED, that the Board approves staff to adjust the program and amend the approved FY25-31 ITIP accordingly.

Board Unallocated Funds Request, US-95 Paving Project in Riggins, District 2. District 2 Engineer Doral Hoff reviewed the two-mile paving project request on US-95 in Riggins, Mile Post 194.6 – 196.5. The pavement has significant cracking and distress and would be coordinated with the manhole lids and collars replacement project scheduled for construction next month. This additional paving will add to the previous March 2025 request for Board Unallocated Funds of \$93,250. The opportunity to use additional Board Unallocated Funding was made possible because a previously funded project in District 6 had a cost estimate less than what was approved.

Vice Chair Osborn made a motion, seconded by Member Hoff, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB25-33 mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to complete paving operations in conjunction with the replacement of manhole collars and covers on US-95 in Riggins in District 2; and

WHEREAS, ITD is prepared to incorporate this change order work into an existing project that is also funded with FY 2025 Board Unallocated Funds in order to extend the pavement life.

NOW THEREFORE BE IT RESOLVED, that the Board approves including a surface treatment on US-95 in Riggins for Key No. 24248 at a cost of approximately \$909,327 using FY25 Board Unallocated Funds.

Safety Partner Update and 2024 Zero Fatality Awards, District 4. Grants Contract Officer Tabitha Smith reported Idaho's statewide seat belt use rate in 2024 was 85.7%. The National Highway Traffic Safety Administration (NHTSA) estimates seat belts are 50% effective in preventing fatalities. This year's Click It, Don't Risk It seat belt mobilization runs May 18th – 30th with 47 agencies participating statewide. In partnership with public health districts and non-profit organizations, the 2025 Observational Seat Belt Use Survey will be held June 1st – 30th. In 2024, District 2 had the highest seat belt use rate – 90.3%.

District 4 Engineer Jesse Barrus presented Camas County and Idaho State Police representatives and District 4 Fairfield maintenance staff with the 2024 Zero Fatalities Award.

GCO Smith reported on this year's Idaho Battle of the Belts peer-to-peer annual scholarship competition sponsored by State Farm Insurance. There were 67 public service announcements (PSA)/applications submitted. GCO Smith presented a \$2,500 check to Jerome High School Student Daxton Sharp for first place in Battle of the Belts competition and played his winning PSA.

In response to Vice Chair Osborn's inquiry on the 50% seat belt fatality reduction rate being low, GCO Smith stated the NHTSA rate is a national average. Unfortunately, even with seat belts, some fatality crashes are unavoidable.

Public Transportation Advisory Council (PTAC) Appointment, District 2. Sr. Transportation Planner Shauna Miller presented the District 2 PTAC candidate for the Board's consideration. PTAC member's term do not auto-renew. They are required to reapply. There are vacancies coming in both District 2 and 6; however, they only received one application for District 2. PTAC reviewed the application submitted by Suzanne Seigneur. There was a question regarding her employment with the City of Lewiston being a conflict of interest, but she is retiring as executive director in June 2025.

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

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory
ITB25-34 Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 2 with one submitted application; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted application from March 3, 2025 to April 2, 2025; and

WHEREAS, the submitted application was reviewed by the PTAC at their April 3, 2025 meeting where the council determined the applicant is qualified to fill the District 2 position.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board has determined to appoint Suzanne Seigneur for the District 2 Public Transportation Advisory Council position for the term July 1, 2025 through June 30, 2028.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for consultant agreement authorization for design services. The project, as shown in the resolution, is the I-84, Meridian Rd. to Eagle Rd. Interchange in Meridian by Ardurra Group. SDE Crider reviewed the project background and justification and outlined the requested authorization for the project.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to
ITB25-35 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 agreements 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 this agreement 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
23456 ¹ / Design	I-84, Meridian Rd to Eagle Rd IC, Meridian	3	\$1,495,478	\$1,500,000	\$90,150	\$1,585,628

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

Federal Formula Program Funding Update. Program Control Manager Colleen Wonacott provided background on the Federal Formula program. The apportionment Idaho receives is based on funding levels set from the Infrastructure Investment Jobs Act. It is the funding used for the different programs in the department's ITIP. Obligation Authority (OA) is received through annual spending bills and continuing resolutions (and cannot be used without apportionments). A full year is typically about 90% OA and in August ITD can request additional OA to spend its full apportionments. Idaho received OA through September 2025 – that does not include redistribution. Currently, OA is at 86.6% of apportionments that does include \$13 million additional, un-programmed apportionment that was recently received. The current OA percentage is in line with the previous two years. Although it may appear low, staff anticipates that it will be close to the expected 100% for the year after receipt of redistribution OA in August.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 11:20 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Hoff seconded the motion and it passed unanimously by roll call vote.

The executive session discussion on legal matters related to highway and department operations.

The Board ended executive session at 12:25 PM.

Administrative Settlements Over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN20033, Project No. A020(033), SH-75, Elkhorn Road to River St., Ketchum, Parcels 43 and 82.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way along
ITB25-36 SH-75, Elkhorn Rd. to River St., for Project No. A020(033); 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 Parcels 43 and 82.

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-75, Elkhorn Rd. to River St., for Project No. A020(033), Key Number 20033, Parcels 43 and 82.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 12:30 PM.

Signed

WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Read and Approved
June 12, 2025
Boise, Idaho

Lorraine Dennis
Business Executive to the Board