

REGULAR MEETING  
IDAHO TRANSPORTATION BOARD  
June 11 - 12, 2025

The Idaho Transportation Board met at 10:00 AM on Wednesday, June 11, 2025, in District 3, Garden City 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 3 Tour. The Board toured projects along US-20/26 and in Caldwell, Nampa and Kuna. Some projects included the US-20/26 – SH-16 Interchange (IC), I-84 Centennial Way to Franklin Road, Karcher IC, SH-16/I-84 IC, and SH-69 and Kay Ave traffic signal. Staff also discussed long range planning concepts for SH-16, SH-69 and I-84 to Mountain Home.

WHEREUPON, the Idaho Transportation Board's tour recessed at 3:00 PM.

June 12, 2025

The Idaho Transportation Board convened at 8:30 AM on Thursday, June 12, 2025, for the budget workshop and business meeting at the District 3 Office in Garden City, Idaho. Members and principals from previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Introduction and Overview. Chief of Administration Dave Tolman stated staff will present the department's initial draft FY27 budget and then seek approval in August. Based on the Division of Financial Management's (DFM) budget guidance memo, agency requests should be limited to maintenance budgets and include holdback scenarios of 2, 4 and 6%; however, general funds are exempt. The department is challenged with increasing costs growing faster than revenue coming into the dedicated Highway Distribution Account.

Revenue Trends. Economic and Research Manager Bob Thompson reviewed the potential impacts to revenue, legislative actions, revenue growth, and year-to-date revenue. Some highlights included with the uncertainty of global trade and fiscal policy, ITD will continue to monitor economic trends at the national level. ITD's FY26 enhancement appropriation includes \$275 million of a general fund transfer for safety and capacity projects (60% - ITD and 40% - Locals). The legislature also increased Transportation Expansion and Congestion Mitigation (TECM) funding over the next three years. Highway User revenue growth from FY18

has shown slight growth overall. The Aeronautics' Fund revenue spiked in FY23 due to Leading Idaho, general fund transfers, FY21 – FY23. As of May 2025, revenue to the HDA is \$237.8 million (right at forecast), TECM is \$88.3 million (with cigarette tax of \$530,000) and Strategic Initiative Program Fund is \$195.5 million.

FY27 Budget Overview. Financial Manager Kirk Weiskircher reviewed the department's FY27 draft appropriation/maintenance budget request. Staff will meet with DFM and the governor's office prior to seeking board approval in August. Some highlights included the FY27 adjusted base is \$941.5 million with 1,645 positions. It includes \$5.9 million for change in health insurance costs due a \$3,600 per employee cost increase and \$1 million for operating cost inflation. Line item requests total \$99.7 million. With bond debt service and general fund transfers, the total program funding is \$1.37 billion – 92% of the budget is for construction. FM Weiskircher reviewed a FY26 to FY27 comparison for each budget category. Notable, is the shift of one-time to ongoing funds (\$148.3 million) to the base, and reduction of line item and equipment requests of \$137.2 million due to revenue concerns.

Six-Year Capital Facilities Plan. Capital Facilities Manager Tony Pirc provided an overview of FY23 to FY26 projects summary by district, ITD's FY27 total request – and breakdown by district, and Aeronautics' and headquarters' projects. Projects reflect the program increase from \$3.5 million to \$22.5 million per year starting in FY23. Some highlights included from FY23 to FY26, nearly \$80 million of capital facility projects have been obligated statewide. ITD's total request of \$24.4 million includes \$1.75 million to design a new District 4 administration building. CFM Pirc also reviewed projects for the State Street headquarters building – lighting and HVAC upgrades, lab renovation and supply building evaluation.

At the request of Member Watkins, CAO gave up update on the State Street building. The team met to discuss interior design needs. The Division of Public Works is securing the contract to assess the building for the removal of hazardous materials. When completed and materials removed, staff will recommend some design options for the Board's approval anticipate by August.

New Highway Maintenance Equipment. Maintenance Operations Manager Ty Winther reviewed the \$6 million FY26 Safety Equipment list with unit and total costs for each district, the FY27 Fleet/Budget request, and provided examples of inflationary increases. Some highlights included of the total \$69.2 million FY27 Replacement Equipment request, \$40 million is for road equipment and \$21 million for the Buy Back Program. The New Equipment request is for \$3.4 million, which was reduced from the initial \$6 million request. As one example, from 2022 to 2025, snowplow truck costs increased by 77%. ITD's target goal for "non-deficient" equipment is 80%. Currently, 55% of the fleet is eligible for replacement.

FY27 Budget Line Item Details. FM Weiskircher reviewed the total appropriation and line item requests per the department's six major areas. Requests for each are as follows: Administration - \$39.9 million, Aeronautics - \$5.1 million (three line items), Capital Facilities -

\$24.4 million (two line items), DMV – \$40.7 million, Highways - \$322.1 million (three line items), and Contract Construction (two line items) - \$609 million. Some highlights on specific line items included one-time spending authority from Leading Idaho Initiative for Stanley airstrip improvements (\$350,000), and ongoing and one-time materials and equipment for operations of the new SH-16 corridor (\$2.6 million).

FY27 Budget Request Summary. FM Weiskircher provided a look ahead on the State Highway Fund balance beginning with FY26 through forecasted FY28 and FY29. Starting with the total cash and revenue less operations expenses, the net available for construction is diminishing each year, which in turn, leaves fewer dollars available for the ST Program (state construction funding). Operation costs are out pacing revenue. There is cash available - \$30 million in reserve above what is held for the State Street building rehabilitation.

Safety Share. Field Operations Manager Eric Copeland reported on the importance of staying focused while driving – 21% of all fatalities are due to distracted driving especially in rural communities.

Board Minutes. Vice Chairman Osborn made a motion to approve the minutes of May 14 - 15, 2025, seconded by Member DeLorenzo, and the motion passed unanimously.

Board Meeting Dates. The next meeting is July 23 and 24 in Coeur d’Alene, District 1.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB25-37 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 FY26-FY29 Strategic Plan Report, the Local Highway Technical Assistance Council’s Local programs, Local Highway Safety Improvement Program, and Transportation Alternatives Program adjustments, COMPASS’ Local programs additions, contact to award and contract to reject.

1) 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 DFM include a vision and mission statement, goals and objectives, performance measures and benchmarks, and key external factors. The draft plan was submitted for Board review last month. No changes were made.

2) LHTAC Local programs adjustments. The Local Highway Technical Assistance Council (LHTAC) proposes to advance Old Highway 81 S., key number 22434 from FY28 to FY25 (\$2,544,000) and delay Pendlebury Ln. -Christensen Dr. to Alice St., Blackfoot (\$3,000,000) from FY25 to FY26. The \$456,000 balance in FY25 will be used for bid overages and supplements as needed.

3) LHTAC Local Highway Safety Improvement Program (LHSIP) adjustments. At the request of LHTAC and Benewah County, the following adjustments are proposed to the LHSIP. Delay construction of Birch Creek Rd improvements, KN 23295 to FY26, add 5<sup>th</sup> E & 40<sup>th</sup> St signal to FY25, and advance design for Beesley Rd. & 5000 E, KN 24612 and Intersection of S Bridge - Yellowstone & 6<sup>th</sup> S, KN 24614 projects to FY25.

4) LHTAC Transportation Alternatives Program (TAP) adjustments. LHTAC requests the Canyon St. Bicycle and Ped Pathway, Nampa Phase 1, KN 23915 and Phase 2, KN 23917, be removed from the TAP due to a school closure in the vicinity. Also, an alternatives analysis resulted in a no-build recommendation. Funding would be reallocated to the TAP.

5) COMPASS Local programs additions. The Community Planning Association of Southwest Idaho (COMPASS) requests to add three new projects to the Idaho Transportation Investment Program (ITIP) using funds dedicated to Valley Regional Transit. The projects are pedestrian improvements, 16<sup>th</sup> Ave. N., Nampa, replacement vehicle for Boise State University and four replacement vehicles for Serenity Transportation, Nampa. Projects were released for public comment in April 2025.

6) Contract to award. The low bid on the following project is more than ten percent over the engineer's estimate, requiring justification. Staff recommends awarding the contract to the low bidder. Key #21813, District 4, SH-81 to I-84 crack repairs, Burley to low bidder Kloepper Inc. for \$3,373,709. The Districts does not believe re-advertising the project would result in a lower bid.

7) Contract to reject. The low bid on the following project is more than ten percent over the engineer's estimate (EE), requiring justification. Staff recommends rejecting the contract that is 360% over the EE. Key #24778, District 2, multiple bridge approach repairs, bidder Poe Asphalt for \$1,432,852.60.

#### Informational Items.

1) Contract awards and advertisements. There were eight ITD and zero Local contracts awarded that did not require Board approval from May 1 - 31, 2025. From October 1, 2024 to May 31, 2025, 66 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 April 27, 2025 to May 18, 2025, 24 new professional services agreements and work tasks were processed, totaling \$6,245,144. Three supplemental agreements to existing professional services agreements were processed during this period for \$6,449,271.

3) SH-55 speed zone adjustment at Banks-Lowman Road Intersection. District 3 completed an evaluation of traffic operations at the junction and determined a 45 MPH speed zone approaching and driving through the intersection both north and south bound is needed given the unexpected signal in a rural area. Speed zone adjustments made to SH-55, Mile Post (MP) 78.550 to MP 79.070.

4) Monthly report of federal formula program funding through May 29. Idaho received obligation authority (OA) of \$406.6 million through September 30, 2025. Additional apportionments were allocated via the Appropriations Act. Idaho received apportionments of \$469.7 million. FY25 OA through September 30, 2025 is 86.6% of apportionments. Allotted program funding is \$455.6 million with \$132.5 million remaining.

5) FY25 financial statements. Revenues to the State Highway Account from all state sources as of April 30 are ahead of forecast by 5.9% with revenues in the HDA below forecast at 0.77%. State revenues to the State Aeronautics Fund are above forecast by 8.9% or \$229K. The Department's expenditures were within planned budgets. Personnel costs savings of \$4.4M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$472.8M, and total construction expenditures from the five different funds sources total \$915.2M.

The balance of the long-term investments was \$189.3M. These funds are obligated against construction projects and encumbrances. The cash balance is \$115.8M. Expenditures in the Strategic Initiatives Program Fund is \$74.0M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$80M. For FY25, \$65.7M is committed to debt service. Expenditures from the Federal CARES Act fund are \$2.7M. Expenditures for the TECM bond program during this period is \$317.7M and \$616K for GARVEE.

Adopt-A-Highway (AAH). Member DeLorenzo presented the AAH 2024 Group of the Year Award to the Patriot Ammo/Bulk Ammo Outlet & Funk Home Inspections. The Funk's adopted a total of 5.5-mile segments on SH-44, SH-55 (Eagle Rd.) and US-20/26. Representatives thanked ITD and the Board for the award.

Director's Monthly Report. Before Director Stokes began his report, he congratulated FHWA Division Administrator Pete Hartman on his upcoming retirement and thanked him for his service and partnership over the years. Director Stokes reported on ITD's truck "roadeos," and summer safety campaigns led by the Office of Highway Safety. Some highlights included the 100 Deadliest Days campaign that runs from Memorial to Labor Day kicked off. Last year, 81 people were killed – down by 12 from 2023. Annual fatalities for 2024 were 238, and so far, 81 for this year. In 2024, motorcycle crashes increased by 11% and fatalities 38%. Many caused

through rider error. There is a need to educate riders on Idaho law on lane splitting and filtering, which are both illegal. A high priority is focusing on human behavior and positive messaging to encourage people to driving safe. ITD sent out a joint press release with Ada County Highway District (ACHD), Idaho Power and Intermountain Gas to urge extra caution in construction areas. Director Stokes concluded his remarks by sharing a video featuring Lt. Governor Bedke showcasing a Skip the Trip message for online DMV services.

District Engineer Report. District 3 Engineer Jason Brinkman began his annual report by presenting a Safety Award to the District 3 Incident Management Team. DE-3 Brinkman reported on changes to his management team, partnerships, and special operations and projects. Some highlights included District 3's 10-county area of southwest Idaho has 1/3 of the state highway system mileage and 1/2 of the total population that requires 120 operators and 20 shed locations to maintain the system. This fiscal year, there is \$650 million just in construction contracts. Some projects highlighted were tree removal on SH-55, the Wapiti fire mitigation, special equipment to clear snow due to avalanches, ACHD partnership to repair the Eckert local bridge that was reopened in less than a month, repairing US-95 roadway after a major landslide in the Council/New Meadows area, and installing a temporary traffic signal at the Banks to Lowman junction. DE-3 Brinkman concluded his remarks by providing an update on the new SH-16 shed and highlighting some upcoming projects such as the Rainbow Bridge on SH-55, the speed zone pilot project on Eagle Road, and SH-16 extension corridor study in Nampa.

Transportation Expansion and Congestion Mitigation (TECM) corridor and project recommendations. Highway Division Administrator Amy Schroeder stated last month the department's district engineers presented their high priority corridors to the Board. Today is the review of projects that have been added to those respective corridors reflecting the new TECM funds. Later, staff will review the draft ITIP, which reflects a balanced program in light of the \$100 million reduction in the Strategic Initiatives Program.

TECM Program Manager Eric Staats reviewed House Bill 25 that provides additional funding (\$20 million) for TECM over the next three years, TECM corridors, project selection process, and proposed TECM projects. Some highlights included the additional \$60 million in TECM funds is anticipated to generate up to \$1 billion in bond proceeds. Based on feedback, modifications were made to the existing TECM corridors including extending US-95, from Sandpoint to Coeur d'Alene. The selection process focuses on scope - improving traffic flow (high priority projects already in the ITIP); project readiness - construction in 3 – 4 years; and cost - based on large complex projects with significant statewide budget impact. PM Staats outlined the proposed FY26 – FY28 TECM projects, as shown in the table as Exhibit 580, which is made a part hereof with like effect.

Member Hoff made a motion, seconded by Member Watkins, and passed unopposed to approve the following resolution #1:

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB25-38 timeframe and scope of improvements for the State Transportation System;  
and

WHEREAS, Idaho Code§ 40-310 directs the Idaho Transportation Board to  
plan, design and develop statewide transportation systems when  
determined to be in the public interest; and

WHEREAS, House Bill 362 (2021) increased the sales tax distribution  
from 1% to 4.5% (not less than \$80 million annually) to be used for debt  
service on bonds for projects in the Transportation Expansion and  
Congestion Mitigation (TECM) Program; and

WHEREAS, House Bill 025 (2025) increased the sales tax distribution by  
\$20 million per year for three consecutive years (FY26, FY27, and FY28)  
for a total up to \$140 million to be used as debt service for projects in  
the TECM Program; and

WHEREAS, establishing a list of eligible Board-approved TECM corridors  
provides guidance to the department on the focus of the TECM Program;  
and

WHEREAS, the proposed TECM corridors are reaffirming the previously  
approved TECM corridors, with minor amendments to project limits.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the following  
corridors to be eligible for Transportation Expansion and Congestion  
Mitigation Program funds.

- 1 US-95, Coeur d'Alene to Sandpoint
- 2 I-90, Washington State Line to Coeur d'Alene
- 3 US-95 & US-12 Clearwater River Crossings
- 4 SH-16, 1-84 to Emmett
- 5 I-84, Canyon County to Mountain Home
- 6 US-20/26, 1-84 to SH-16
- 7 SH-55, Sunnyslope to Nampa
- 8 SH-44, 1-84 to Star
- 9 SH-75, Timmerman Junction to Ketchum
- 10 I-84, Jerome to Twin Falls
- 11 I-84, Burley & Heyburn Interchanges
- 12 I-15, Pocatello to Idaho Falls
- 13 US-20, Arco to Montana State Line

TECM Program Manager Staats reviewed next steps which are to include the proposed  
TECM projects in the FY26-FY32 Draft ITIP for public comment in July and seek Board approval  
of the ITIP in September.

Member Bulger made a motion, seconded by Member Hoff, and passed unopposed to approve the following resolution #2:

RES. NO. WHEREAS, the Idaho Transportation Board is charged with determining the  
ITB25-39 timeframe and scope of improvements for the State Transportation System;  
and

WHEREAS, Idaho Code§ 40-310 directs the Idaho Transportation Board to plan, design and develop statewide transportation systems when determined to be in the public interest; and

WHEREAS, House Bill 362 (2021) increased the sales tax distribution from 1% to 4.5% (not less than \$80 million annually) to be used for debt service on bonds for projects in the Transportation Expansion and Congestion Mitigation (TECM) Program; and

WHEREAS, House Bill 025 (2025) increased the sales tax distribution by \$20 million per year for three consecutive years (FY26, FY27, and FY28) for a total up to \$140 million to be used as debt service for projects in the TECM Program; and

WHEREAS, the Board has approved a list of TECM corridors; and

WHEREAS, the recommended list of projects meet the program goals and scope stated in State code, high project readiness to advance to construction in the next three-to-four years, and are generally larger projects that will benefit from being funded and completed through TECM Program.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the following Transportation Expansion and Congestion Mitigation projects to include in the Early Development Program of the Draft FY 2026-2032 Idaho Transportation Investment Program.

District	Project Name
1	I-90/US-95 Interchange
2	US-95, Spalding Bridge
3	SH-16, SH-44 to Beacon Light
3	I-84, Canyon County to Boise Mobility Improvements
3	US-20/26, Middleton to Star
3	SH-44, Star to SH-16
4	SH-75, Hailey to Broadway Run



5	I-15, US-26 Interchange (Exit 93)
5	I-15, US-91, South Blackfoot Interchange (Exit 89)
5	I-15, MP89 to MP93 Widening
6	US-20, INL to Idaho Falls Widening
6	US-20, Chester to Ashton Phase 1
6	I-15/US-20 Interchange and Realignment- Land Purchase

Draft FY26-32 Idaho Transportation Investment Program (ITIP). Program Control Manager Colleen Wonacott reported on the seven-year ITIP reviewing funding for pavement and bridges, safety and capacity, holdbacks and reserves, set asides, and adjustments. Some highlights included, as a result of the \$25 million Strategic Initiatives Program Fund (SIPF) reduction (ITD's share, 60% - \$15 million annually), highway funding estimates have decreased. The overall impact is more than a \$100 million decrease to the ITIP. Annual funding goals for pavement and bridge remain the same \$200 million and \$100 million respectively. Safety and capacity targets are flexible depending upon available funding. Twenty million for each in holdbacks and reserves are programmed per year. Set-aside funding for bridge and roadside safety repairs and damage support have been reduced by \$5 million due to reduction in the SIPF revenue. PCM Wonacott reviewed the five projects removed from the ITIP. Three projects were moved to the Early Development Program in order to balance the draft ITIP in light of the SIPF reduction. The draft ITIP goes out for public comment in the month of July.

In response to Member Watkins' question regarding available funding for matching grants, PCM Wonacott stated grant projects are in addition to the Program and have historically been covered from reserves or set-aside funds.

Sr. Public Information Officer Megan Jahns presented the ITIP outreach goals, public outreach efforts and the timeline. Some highlights included last year, ITD received 432 comments that came mostly from ads on social media and email blasts. New this year, are paid radio ads and closer coordination with LHTAC. Majority of the comments are collected via ITD's website on specific projects or in general. Campaign results and comments will be shared at the September board meeting.

Chairman Moad suggested staff should reach out to ITD's advisory boards to garner additional comments on the draft ITIP.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and  
ITB25-40 accomplish a current, realistic, and fiscally constrained seven-year Idaho  
Transportation Investment Program (ITIP); and

WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize all available federal, state, local, and private capital investment funding; and

WHEREAS, the program update cycle requires cooperation with partner agencies in its calendar of activities; and

WHEREAS, the Board has reviewed the list of projects and analysis for the Draft FY 2026 - 2032 ITIP; and

WHEREAS, the next activity in the program update cycle is public review and comment per 23 CFR 450.210; and

WHEREAS, public involvement and input from stakeholders and interested citizens allows the Board to better understand Idaho's various transportation needs; and

WHEREAS, project selection and program approval is scheduled for the Board's September meeting after incorporating public comment.

*NOW THEREFORE BE IT RESOLVED*, that the Board will commence public involvement in July with project and program information incorporated from the publication entitled Draft FY 2026 - 2032 ITIP, June Board Meeting.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for consultant agreement authorization for construction, engineering and inspection (CE&I) and design services. The projects, as shown in the resolution, are US-95, Thorn Creek Road to Moscow by HMM LLC, I-90, SH-41 Interchange by Dave Evans and Associates (DEA), SH-52, Snake River Bridge by HDR, SH-55, Pear Lane to Farmway by Horrocks, and I-15 widening by DEA. SDE Crider reviewed the projects' background and justification and outlined the requested authorization for each.

In response to Member Hoff's question if this will be the last funding request for these agreements, SDE Crider replied if needed, future requests can be made. CE&I services are negotiated annually.

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

RES. NO. ITB25-41	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 agreements total greater than \$1,500,000; and
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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
09294 <sup>1</sup> / CE&I	US-95, Thorn Creek Road to Moscow, Phase 1	2	\$6,342,403	\$6,342,403	\$1,812,833	\$8,155,236
20442 <sup>1</sup> / CE&I	I-90, SH-41 Interchange, Kootenai County	1	\$5,555,749	\$5,555,749	\$2,872,694	\$8,428,443
22266 <sup>1</sup> / Design	SH-52, Snake River Bridge, Payette County	3	\$3,355,211	\$3,600,000	\$679,511	\$4,034,722
23335 <sup>1</sup> / Design	SH-55, Pear Lane to Farmway, Caldwell	3	\$6,547,892	\$6,548,000	\$963,057	\$7,510,949
24396 <sup>1</sup> / Design	I-15 widening, MP 89.4 to MP 91.8, Bingham County	5			\$8,991,212	\$8,991,212

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

2026 ITD Draft Legislation. Government Affairs Manager Colby Cameron stated ITD's six legislative ideas resulted in four legislative drafts. Draft legislation are: raise the cap for the Bridge Inspection Account to match federal funds and cleanup of the Highway Distribution Account to represent current public policy; remove certified requirements from Administrative License Suspension; remove three-year validation for Old Timer and Classic plates; and combine multiple statutes into one to standardize identity validation requirements. GAM Cameron also reported on House Bill 14, Idaho Code Cleanup Act effort. Staff identified a list of about 680 areas of statute that are currently under review by ITD's legal staff. The director will review the preliminary reports prior to submittal to Division of Financial Management (DFM). Staff will seek Board approval on ITD's draft legislation next month prior to submitting to DFM in August.

In response to Member Watkins' inquiry on HB 14 and if there are any statutes posing real issues, GAM Cameron stated staff identified about 9 or 10 for potential repeal. The effort overall will be to update statute over the next 5 – 6 years.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:11 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Vice Chair Osborn 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 1:05 PM.

District 3 Safety Partner Update. Idaho Coalition for Motorcycle Safety (ICMS) Board Member Lane Triplett reported on outreach efforts, motorcycle safety awareness events and training. Some highlights included in 2023, there were 609 motorcycle crashes, 39 fatalities, of which, more than half were over 50. Helmet use among riders in crashers is under 67%. Some hosted events were ICMS 40<sup>th</sup> Annual Awareness Rally and Shiny Side Up in eastern Idaho. Rider training is a high priority. About 79% of the fatal motorcycle crashes from 2019-2023 involved rider error – only 13 had passed an Idaho rider training course. Through work with the Motorcycle Task Force, DMV added questions about lane filtering and splitting on the motorcycle endorsement written test.

In response to Member Bulger's question on existing incentives for riders to take training, ICMS Member Triplett stated, apart from the required training for riders under 18 years, currently there are none. Member Bulger suggested looking into ideas to incentivize motorcycle riders into taking rider training courses.

Member DeLorenzo inquired about training specific for motorcycle passengers. Currently, there are none.

Idaho Traffic Safety Commission (ITSC) Annual Update. Highway Safety Manager Josephine Middleton provided an update on the ITSC. Some highlights included the ITSC currently has 13 members (one vacancy) who serve four-year terms. Among some of the issues address at their last two meetings were crash data and performance goals, EMS reassessments, new Treasure Valley DUI Task Force, community traffic safety projects in Valley County and approval of the FY26 Annual Grant Application. HSM Middleton reviewed the various 2024 safety campaign events held and the theme of working together "One Team."

FY2026 Annual Grant Application (AGA) Approval. Highway Safety Manager Josephine Middleton presented the AGA. There are four new county applicants for the FY26 Police Traffic

Services Program totaling \$1.47 million (average grant amount is \$43,661). Various drive safety events are hosted focusing on traffic safety and impaired driving. The AGA represents 60 grant projects - \$3.1 million, Section 402 and \$2.9 million, Section 405, and \$1.5 million for Highway Safety Improvement Program. Applications are due to the National Highway Traffic Safety Administration by August 1.

Member DeLorenzo announced she would be abstaining from the vote because she received the meeting materials late and did not have time ample time to review the AGA.

Member Bulger made a motion, seconded by Member Hoff, Member DeLorenzo abstained, and motion passed to approve the following resolution:

RES. NO. WHEREAS, Idaho experienced 28,158 reportable traffic crashes, 238 traffic  
ITB25-42 deaths, and 1,262 people seriously injured in 2024; and

WHEREAS, the economic cost of traffic crashes in Idaho for 2024 was nearly \$5.7 billion; and

WHEREAS, the Idaho Transportation Department's mission is to have zero traffic deaths; and

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate approximately \$8 million in funding for behavior safety programs for Idaho to help eliminate traffic deaths and serious injuries; and

WHEREAS, the Office of Highway Safety and the Idaho Traffic Safety Commission have developed the Annual Grant Application for Federal Fiscal Year 2026 to work toward the elimination of Idaho traffic deaths, serious injuries, and economic losses; and

WHEREAS, the Annual Grant Application is required by NHTSA in order to receive funding for behavioral traffic safety projects.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the Annual Grant Application for Federal Fiscal Year 2026.

Idaho Airport Aid Program SFY26 Leading Idaho Remaining Funding. Aeronautics Division Administrator Tom Mahoney reviewed the SFY26 Idaho Airport Aid Program (IAAP) Leading Idaho remaining funding allocation recommendations. Some highlights included the Program is primarily funded by aviation and jet fuel taxes. In SFY23, ITD received \$33 million in Leading Idaho Funds from the general fund, of which, \$23 million was approved by the Board for IAAP projects. General aviation airports typically receive FAA project funding; however, 10% is the responsibility of the airport sponsor. These IAAP funds help with that match requirement.

The Aeronautics Advisory Board (AAB) reviewed the IAAP allocation. There was major consideration for project funding allocation among the primary and non-primary airports. The AAB heard input from primary airport managers regarding their needs. The AAB recommended a total of \$2.9 million for primary airports and \$7.1 million for general aviation. This allocation is similar to the previous \$23 million allocation with primary airports receiving about 28% funding.

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

RES. NO.        WHEREAS, as the Idaho Transportation Board has the authority to design,  
ITB25-43        construct, reconstruct, alter, extend, repair, and maintain State aeronautical  
                 facilities; and

WHEREAS, the Idaho Transportation Board has the authority to expend funds for the construction, maintenance, and improvement of public owned aeronautical facilities; and

WHEREAS, the Idaho State Legislature approved \$10 million through the Governor's 2024 Leading Idaho First initiative; and

WHEREAS, \$10 million is designated for Idaho public use airports using Idaho Airport Aid Program criteria; and

WHEREAS, the Idaho Aeronautics Advisory Board recommended approval of the proposed funding plan at their meeting on May 22, 2025.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the SFY26 Idaho Airport Aid Program Leading Idaho remaining funding allocation in the amount of \$10 million.

*BE IT FURTHER RESOLVED*, the Board directs the Division of Aeronautics to issue grant offers.

Administrative Settlements Over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN22715, Project No. A022(715), SH-55, Farmway Rd. to Middleton Rd., Canyon County, Parcel 141.

Member DeLorenzo 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  
ITB25-44        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 141.

*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), Parcel 141.

Administrative Settlements Over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN22715, Project No. A022(715), SH-55, Farmway Rd. to Middleton Rd., Canyon County, Parcel 142.

Member DeLorenzo 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  
ITB25-45        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 142.

*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), Parcel 142.

DMV Customer Service Survey. DMV Administrator Lisa McClellan presented the DMV Customer Service Survey results that was conducted by Boise State University, Idaho Policy Institute, and reviewed the research that went into selecting the questions and provided data. Some highlights included criteria leading to the 56-questions survey were based on several factors such as satisfaction of Idaho DMV customers with service delivery. All 44 counties were polled - populations over 250,000 had a 40.3% response rate. By age, 18 -34 years had the highest response rate of 28.3%. Overall, customers' response rate with the job DMV does was a favorable 72.5% and 88% with their interactions with DMV staff. Forty-eight percent of customers have set up a DMV online account. DMV is beta testing a video chat feature with the Department of Corrections that would allow issuance of photo identification for persons upon release. The Transportation Security Administration is considering allowing online passport

renewals as early as this fall. When surveyed if customers would support only having to come into the DMV once in their lifetime to confirm their identity, respondents polled 78% favorably.

ITD Statewide Roadside Tree Assessment and Tree Enhanced Removal Progress Plan Report. Highways Program Project Manager Angie Heuring reviewed ITD's approach and history to hazardous tree removal and tree removal assessments. Some highlights included ITD went from doing small tree contracts for limited tree removal to in 2023, shifting to a more proactive approach. Crews led the removal of over 4,000 trees on Idaho highways. ITD's foremen led the assessment effort to update the tree removal plan for the next 3 – 5 years.

Maintenance Operations Manager Ty Winther reported on feedback from the assessments, equipment identified to improve tree removal, and next steps. Some highlights included the assessment revealed a need for specific forestry and logging equipment to address challenges posed by terrain and training staff. Some equipment items are excavators with grapple/masticator attachments and boom trucks. Staff's final FY27 tree removal equipment request total \$4.97 million. Ongoing costs for contracts increased allocating \$315,000 per district – total of \$1.8 million. Staff will continue to partner with Department of Lands and Forest Service in coordination of tree removal within ITD's right of way.

In response to Member Watkins' question regarding staff cost to perform tree removal versus contracting, OM Winther stated it is hard to get companies to do the work in these smaller areas. ITD crews are already doing the removal and additional equipment will help to speed up the effort and get more done.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 2:30 PM.

Signed

WILLIAM H. MOAD, CHAIRMAN  
Idaho Transportation Board

Read and Approved  
July 24, 2025  
Coeur d'Alene, Idaho