

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
July 23-24, 2025

The Idaho Transportation Board met at 10:00 AM on Wednesday, July 23, 2025, in District 1, Coeur d'Alene, Idaho. The following principals were present:

Paul Franz – District 1
Gary Osborn, Vice Chair - District 2
Mitch Watkins, Member – District 4
John Bulger, Member – District 5
Bob Hoff, Member – District 6
Lorraine Dennis, Business Executive to the Board

District 3 Member Julie DeLorenzo was unable to attend, and Chairman Moad was called away and unable to attend the remainder of the meeting. Vice Chair Osborn presided over the July 24 meeting.

District 1 Tour. The Board met at the district office to receive project updates prior to touring. The Board toured the Knife River Prestress facility in Newman Lake, WA, SH-53 and Pleasant View Interchange, SH-41/I-90 Interchange, and drove by the I-90 and US-95 preconstruction Interchange.

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

July 24, 2025

The Idaho Transportation Board convened at 8:00 AM on Thursday, July 24, 2025, for the business meeting at the District 1 Office in Coeur d'Alene, Idaho. Members and principals from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Facilities Manager Trent Bridges reported on the importance of proper lighting for night work operations and shared the new modular lights issued to maintenance employees.

Board Minutes. Member Watkins made a motion to approve the minutes of June 11-12, 2025, seconded by Member Franz, and the motion passed unanimously.

Board Meeting Dates. The next meeting is August 20 and 21 in Rigby, District 6.

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-
ITB25-46 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 adjustments to the Transportation Alternatives Program, Local Highway Safety Improvement Program and Local Large Urban Program, FY25 new project bridge repairs, contract to award, and contract to reject.

1) Adjustment to the Transportation Alternatives Program. On behalf of the local sponsor, the Local Highway Technical Assistance Council (LHTAC) requests two projects be delayed due to delays in design – Hwy. 39 bike/ped tunnel, American Falls, KN23890 and McNearney Rd. paths, Ponderay, KN 23911. Several adjustments – advancing and increasing construction on several projects, will be made accordingly to the Transportation Alternatives Program totaling \$1.56 million.

2) Adjustments to the Local Highway Safety Improvement Program (LHSIP). At the request of LHTAC and Bonneville County, the following adjustments are proposed to the LHSIP. Delay construction of 5th E & 40th St. Signal, KN 23889 to FY26, advance 7th St. S. & Center HAWK to FY25, KN 24346, and add 3200 N safety improvements to FY25, KN 23886.

3) Local Large Urban Program adjustments. On behalf of local sponsor Post Falls, LHTAC requests adjustments to the Local Large Urban Program advancing a project and delaying others to balance FY25. Delay Chase Rd. railroad, KN19955 and increase funding for Prairie Trail Underpass in FY25, and add funds for local participation, KN 24398.

4) FY25 new project local bridge repairs. LHTAC requests approval to create a project in the Local Bridge Program for critical findings/local bridge repairs. LHTAC will initially fund the project by transferring \$10,000 from KN2593 to the new project. Future transfers will be made as funding becomes available and through redistribution.

5) 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 #23100, District 1, FY24 historical highway signs to low bidder Clear Zone Construction for \$118,315. The district does not believe re-advertising the project would result in a lower bid.

6) 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 132% over the EE. Key #24175, District 1, US-95 Sandpoint byway guardrail adjustment, bidder S&L Underground for \$384,321.

Informational Items.

1) Contract awards and advertisements. There were nine ITD and five Local contracts

awarded that did not require Board approval from June 1 - 30, 2025. From October 1, 2024, to June 30, 2025, 77 ITD and 18 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From May 19, 2025, to June 27, 2025, 53 new professional services agreements and work tasks were processed, totaling \$16,334,478. Ten supplemental agreements to existing professional services agreements were processed during this period for \$2,940,909.

3) Administrative settlements in right of way acquisitions. During the semi-annual period of January 1, 2025, through June 30, 2025, ITD processed 110 parcels. Of the 110 parcels, 58 had an administrative settlement. The value of all parcels processed totaled \$19.5 million.

4) Monthly report of federal formula program funding through June 30. 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 \$471.7 million. FY25 OA through September 30, 2025, is 86.2% of apportionments. Allotted program funding is \$455.2 million with \$114.4 million remaining.

5) Transportation Expansion and Congestion Mitigation (TECM) bond drawdown summary. A summary was provided on the TECM bond series 2022A, 2023A, 2024A and 2025A, the amount allocated to each corridor and project, and a summary of the drawdown as of the end of June 2025. The 2025A series achieved 5% drawn in June 2025. The 2022A series will be completed in July 2025 and the 2023A series is anticipated to reach 85% drawn in July/August 2025.

6) ITD Draft FY25 Performance Report. Idaho Code 67-190 requires all state agencies to submit an annual performance report to the Division of Financial Management by August 29. The required elements include an agency overview, core functions, revenue and expenditures, key services and performance measures. The draft FY25 Performance Report is submitted for Board input. Staff will seek approval next month.

7) Non-construction contract award. Per Board Policy 4001, one non-construction professional service agreement was entered into the by department last month. The agreement for the roadway data group traffic monitoring guide went to Keller Associates for \$29,952.37.

8) FY25 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of May 31 are ahead of forecast by 5.7% with revenues in the Highway Distribution Account above forecast at 1.17%. State revenues to the State Aeronautics Fund are above forecast by 9.7% or \$272K. The Department's expenditures were within planned budgets. Personnel costs savings of \$4.5M is due to vacancies and timing. Contract construction cash

expenditures in the SHA are \$502.7M, and total construction expenditures from the five different funds sources total \$985M.

The balance of the long-term investments was \$189.9M. These funds are obligated against construction projects and encumbrances. The cash balance is \$123.7M. Expenditures in the Strategic Initiatives Program Fund is \$80.3M. 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 \$375.5M and \$616K for GARVEE.

Adopt-A-Highway (AAH). Member Franz presented the AAH 2024 Group of the Year Award to the Post Falls Kiwanis. The group adopted a one mile stretch on Interstate 90, Mile Post 3 to 4. Representatives thanked ITD and the Board for the award.

Director's Annual Report. Director Stokes gave his FY25 annual report. He reported within the framework of his five focus areas of invest with purpose, external outreach, innovation, safety, and ideal workplace. Some highlights included that policy makers supported continued funding in transportation infrastructure through the TECM and Strategic Initiatives Programs and increases for targeted employee compensation. ITD continues to achieve its performance targets such as in condition of pavement and bridges, projects ready to bid, and final construction cost as a percent of contract award. Challenges ahead include employee retention, long range planning, and funding operations. Construction project payout over the last ten years have tripled from under \$400 million to over \$1 billion. ITD extended its winter driving classes for citizens from District 1 to statewide, continues its partnership such as with the recent repair of Eckert Bridge, and is redesigning its website. In respect to innovation, ITD created a cash incentive program for employees who implement a cost-savings innovation, and DMV is launching self-service terminals as another option for customers to renew their vehicle registrations. Director Stokes acknowledged the employees who helped reopen US-95, Fiddle Creek after is closed due to a mudslide on July 4th. With the increased effort on safety and instituting the department's "clutch moment" safety campaign, recordable injury incidents are down by 50% since FY20. Director Stokes concluded by highlighting the various employee town halls, all leaders, and employee visits held throughout the year, and the recent Division of Human Resources employee survey. "It's the people who make it happen," stated Director Stokes.

District Engineer Report. District 1 Engineer Damon Allen reported on district performance, construction projects, planning and design, operations, employee highlights, and partnerships. Some highlights included the district delivered 12 projects in FY24/FY25 with 24 active projects in FY25. A new online scheduling and renewal system for the Adopt-A-Highway program was launched, along with a new internal application for staff to report damage to state property (\$1.3 million in repair costs was reported in FY25). Currently, the district has \$415 million of active construction projects that includes three TECM projects on I-90. Projects in the planning phase include the US-95/I-90 Interchange, the Rathdrum Prairie Area Transportation

Study (includes 13 major corridors in Kootenai County with Metropolitan Planning Organization involvement) that has identified 13 alternatives, US-95, Dufort Road to Lakeshore Drive, and US-95, Long Bridge. District 1 held its first 2-day litter pickup event along US-95 resulting in picking up 13,000 pounds of debris. DE-1 Allen concluded by highlighting the employees who won awards and events and partnerships such as with the North Idaho DUI Task Force.

ITD Rest Area (RA) Program Update. District 1 Engineer Damon Allen provided an overview of the recent statewide Rest Area Program facility condition assessment. He noted this also serves as the annual program and Oasis partnerships update. Some highlights included ITD maintains 23 rest areas statewide, some of which were built years ago and in need of significant upgrade. Annual operating costs are \$2.9 million, \$304,000 was identified for additional operating costs such as inflation, and \$21.2 million in capital improvements are needed within the next five years. Some key challenges are aging infrastructure, vandalism, and availability of cleaning contractors. A 2023 truck research project identified the need for more truck parking spaces. Six rest areas were identified for Board's consideration to repurpose, renovate or potentially decommission: I-90, Huetter; I-84, Blacks Creek; I-84, Bliss; US-30, Hagerman; I-15, N. Blackfoot; and US-26, Clark Hill. Staff encouraged Board members to visit their respective rest areas and will return in the fall with recommendations on an action plan.

In response to Member Bulger's question whether there are federal requirements on providing rest areas or specific numbers, Director Stokes stated none that he is aware of. There are requirements in place for truck drivers who are required to pullover and rest. As an option, there are concessionary programs with private enterprises available.

Member Watkins' commented with the struggle to operate and hire contractors in his district to maintain rest areas, especially in remote areas, that Oasis partnerships are a good solution. Private businesses have staff on site as well. The department can then use some of these rest areas to create additional truck parking spaces.

FY26 Board Unallocated Fund Request for US-95, Conkling Intersection. District 1 Engineer Damon Allen requested FY26 Board Unallocated funding to add six luminaires to a half mile of US-95, mile post 400 – 400.5, Conkling Intersection. At the request of the Worley Highway District because of safety concerns, the district wants to advance improvements to the intersection that are currently programmed in 2030. The district would enter into an agreement with WHD who will administer the project. ITD's cost for the construction of the project is estimated at \$250,000.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB25-47 Department mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to partner with our local highway district to further safety of all roadway systems; and

WHEREAS, ITD currently has an Idaho Transportation Investment Program (ITIP) project in 2030 to improve the intersection of US-95 and Conkling Road, and Worley Highway District (WHD) has requested to get aid in installing illumination at that intersection now; and

WHEREAS, ITD wishes to enter into an agreement with WHD, provide funding, and add a separate project in the Draft FY26-FY32 ITIP to allow WHD to install illumination at this intersection as soon as possible.

NOW THEREFORE BE IT RESOLVED, that the Board approves the request to enter into an agreement with WHD, add a new project (US-95 Conkling Rd. Intersection Illumination Improvements) to the Draft FY26 – FY32 ITIP, and fund using \$250,000 FY26 Board Unallocated Funds for the construction of the project to be administered by WHD.

Chairman Osborn made a minor change to the meeting agenda moving up an informational item for the annual traffic update to present next.

2024 Idaho Annual Traffic Update. Roadway Data Manager Margaret Pridmore presented the annual traffic data for 2024. Some highlights included Idaho's annual vehicle miles traveled (AMVT) is up to 20 billion an increase of 1.8% from 2023. Traffic data in Boise County shows declines in comparison to previous years mainly due to local fires. Poor air quality is a factor that can impact recreational travel, and staff is taking that into consideration. The five-year trend shows continual growth. The new online traffic data system is live and provides a means to monitor traffic, make updates and share data.

ITD's FY26 Targeted Pay Actions. Division of Human Resources (DHR) Human Resources Officer (HRO) Holly Bailey provided an overview of her 15-member team, thanked them for their efforts, and outlined the FY26 targeted pay actions. Some highlights included the legislature recently approved a 4.5% Change in Employee Compensation for IT and engineering jobs. Due to high turnover in Port of Entry (POE) positions (entry-level/inspectors) that increased from 58.5% in FY24 to 75% in FY25, ITD seeks to implement a \$2.00 per hour increase. In addition, there are project managers who are engaged in engineering construction projects and IT project delivery. It is recommended that those designated positions receive a 4.5% pay increase to maintain equity with their counterparts. Both pay actions would take effect on July 20, 2025.

In response to Member Franz' question on what is the current pay rate for POE entry level pay, HRO Bailey stated it is \$18.58. Member Watkins commented he attended a meeting with the Associated Logging Contractors who noted the lack of experienced truck inspectors.

In response to Member Franz' question if staff tracks the effectiveness of these pay increases, HRO Bailey replied that they do – both monthly and yearly.

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

RES. NO. WHEREAS, the Idaho Transportation Department's FY26 targeted pay actions
ITB25-48 have been developed in line with the Division of Human Resources and ITD's compensation policies and procedures; and

WHEREAS, Department staff presented the details of the compensation plan for the proposed employee pay actions, including eligibility requirements, to the Idaho Transportation Board at its meeting on July 24, 2025.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Department's FY26 targeted pay actions with the components as follows:

- FY26 ITD pay actions for employees in Port of Entry positions, increasing pay by \$2.00 per hour; and
- FY26 ITD pay actions for designated Project Managers involved in delivery of design and/or construction of projects and IT project management.

BE IT FURTHER RESOLVED, that the Board approves the Department to implement the FY26 targeted pay actions effective July 20, 2025, funded with ongoing appropriations.

2024 Statewide Functional Classification Update and Map Approval. Planning Manager Scott Luekenga reported on the functional classification (FC) criteria, 2024 functional classification changes, and federal aid centerline and lane mileage by FC. Some highlights included there are three functional classifications – arterials (interstate/freeways), collectors (major and minor) and locals. Major collectors are eligible for federal funding. The following are the changes made in 2024: US-26 relinquishment to Bonneville County (contingent upon the US-20/US-26 connector project); McCall, N. Mission Street to major collector; and five local road upgrades to major collectors in Weiser Valley Highway District. The total statewide highway centerline mileage is 12,438 and 25,980 of lane mileage. PM Luekenga reviewed the new FC map format that are now three maps instead of one map. The new format is easier to display and read; as shown in the maps as Exhibit 581, which is made a part hereof with like effect. Last year, staff worked with the district engineers, LHTAC and MPOs to conduct urban area boundary smoothing that will be applied to the 2025/2026 FC update.

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

RES. NO. WHEREAS, Idaho Transportation Board Policy 4060, Functional Classification of
ITB25-49 State Highways requires an annual update of the State Highway System Functional Classification Map; and

WHEREAS, Department staff has reviewed the Functional Classification Map for the State Highway System of Idaho; and

WHEREAS, Department staff has presented the 2024 Functional Classification map which incorporates changes made in 2024 as reflected in the board presentation.

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board confirms the changes to the State Highway System functional classification system and approves the State Highway Systems Functional Classification Map.

District 1 Safety Report. Highway Safety Manager Josephine Middleton reviewed Region's 10 July 2025 Speed Campaign and a new Shift campaign for I-90. Region 10 is comprised of five northwest states in collaboration with law enforcement agencies focused on reducing aggressive driving. In 2023, Idaho had 103 aggressive driving fatalities that decreased to 74 in 2024. In collaboration with Washington, HSM Middleton shared a video featuring the I-90 corridor in the new "Slow Down Enjoy the View" campaign.

Research Analyst Principal Kelly Campbell reported on a Road Safety Audit (RSA) conducted on US-95 (Schoolhouse Rd./Deep Creek Loop) in Naples at the request of Boundary County due to high fatalities. Some highlights included RSAs are an eight-step process that result in formal recommendations. The RSA team for this audit included participation from local entities and Naples Elementary. The audit team provided short-mid-and long-term recommendations such as an alternative alignment of US-95/Deep Creek Loop intersection and constructing an alternative route for commercial trucks. There may be grant funding opportunities available.

District 1 Program Manager Rob Beachler added as part of the RSA, staff looked at traffic patterns on US-95 while school was in session as well. And through a Local Highway Technical Assistance Council grant, an over-height truck detection system for the bridge on Deep Creek Loop is being installed.

2025 ITD Idaho Code Cleanup Act Agency Legislation. Government Affairs Manager Colby Cameron reported on House Bill 14, Idaho Code Cleanup Act efforts. Staff reviewed nearly 700 subsections of statutes and identified about 40 items for repeal consideration. Next month, staff will bring three repeal legislative proposals grouped by Idaho statute titles - Highways, Aeronautics and DMV for the Board's approval.

2026 ITD Proposed Agency Legislation. Government Affairs Manager Colby Cameron reviewed ITD's four draft legislative proposals that were submitted to the Board last month for review. No changes were made from last month. The proposals 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. The proposals will be submitted to Division of Financial Management (DFM) and the Governor's Office for consideration.

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

RES. NO. WHEREAS, the Idaho Governor's Office has directed that state agencies submit
ITB25-50 proposed 2026 legislation to the Division of Financial Management (DFM) for review and approval; and

WHEREAS, Idaho Transportation Department (ITD) staff presented four (4) draft legislative proposals at the July 2025 Board meeting for consideration during the 2026 legislative session; and

WHEREAS, DFM will review the following legislative ideas, also authorizing the development of draft legislation to be submitted for its review and approval:

1. Bridge Inspection Account Match Federal Funds and Highway Distribution Account (HDA) Clean Up – 2015 Revenue changes
2. Administrative License Suspension (ALS) and Driver Records Procedures
3. Three-year validation for Old Timer and Classic Plates
4. Identity Validation Requirements – combine multiple statutes into one

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves ITD's proposed legislation and submittal to DFM and Governor's Office for further consideration.

FY25 Allocation of One-time Federal Redistributed Surface Transportation Block Grant Program (STBG) and Transportation Alternative Program (TAP) Apportionments. Program Control Manager Colleen Wonacott provided an overview of the \$13 million additional redistributed federal apportionments that are available for eligible STBG and TAP projects. The apportionments did not come with obligation authority but is anticipated next month. If received, staff proposes to allocate the FY25 funds based on ITD Policy 4028 – less TAP, 12.6% locals and 50/50 for urban/rural areas to advance or increase projects this year.

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

RES. NO. WHEREAS, it is the intent of the Idaho Transportation Board to effectively utilize
ITB25-51 all available federal, state, local and private capital investment funding; and

WHEREAS, the Idaho Transportation Department (ITD) has received \$12,995,396 in FY2025 one-time Federal Redistributed Apportionments; and

WHEREAS, ITD proposes to allocate these apportionments to State and Local programs consistent with Board Policy 4028.

NOW THEREFORE BE IT RESOLVED, that the Board approves the FY25 one-time additional Federal Redistributed Apportionment Allocation Plan as presented.

Administrative Policy 5001, Authority to Sign Contracts, Agreements and Grants Revision. Business Support Manager Michelle Doane stated the main purpose of the policy update is to add the signature authority matrix appendix that outlines delegated signature authority and limits for the various contracts. The matrix was originally created in 2019 and was part of a Director's Memo; however, that memo expired in 2022. There are two other updates - an ITD section name referenced under "Railroad and Utility Agreements," and expanded definition on who ITD can enter into memorandum of understandings or memorandum of agreements.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policy for the
ITB25-52 Idaho Transportation Department; and

WHEREAS, Administrative Policy 5001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts was revised to include an Authority Matrix; and

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with staff's recommendations at its June 18, 2025 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board concurs with the revisions to Administrative Policy 5001 Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts.

Board (4039) and Administrative (5039) Policies, Public Transportation Advisory Council Revisions. Program Manager Ron Duran reviewed the proposed policy changes stating the revisions are to align these board and administrative policies with the department's effort to clarify expectations for the various ITD advisory groups and define roles for advisory members and staff.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policy for the
ITB25-53 Idaho Transportation Department; and

WHEREAS, Board Policy 4039, Public Transportation Advisory Council, was revised to include additional legal authorities, updated responsibilities of the Public Transportation Program Manager and the Public Transportation Advisory Council Members. In addition, the update includes information governing the membership composition of the council members; and

WHEREAS, Administrative Policy 5039, Public Transportation Advisory Council, was revised to include consolidated language on the role of the Public Transportation Advisory Council, the process for recommendations or ideas regarding policy changes that may require legislative action, as well as consolidated language on the minimum meeting requirements; and

WHEREAS, the Transportation Board's Policies Subcommittee concurred with staff's recommendations at its June 18, 2025, meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the revisions to Board Policy 4039, Public Transportation Advisory Council.

BE IT FURTHER RESOLVED, that the Board concurs with revisions to the corresponding Administrative Policy 5039, Public Transportation Advisory Council.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for consultant agreement authorization for construction, engineering and inspection (CE&I). The project, as shown in the resolution, is I-90, SH-41 to US-95, West & East, Kootenai County by Dave Evans and Associates. SDE Crider reviewed the project's background and justification and outlined the requested authorization. Agreements for services are negotiated annually in phases in order to better track needs. This particular project has a 3-year construction season and \$8 million obligated for construction services by consultant.

Member Franz 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
ITB25-54 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
24306 ¹ / CE&I	I-90, SH-41 to US-95, West & East, Kootenai County	1	\$922,769	-	\$2,009,994	\$3,022,763

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

Executive Session on Legal and Personnel Issues. Member Bulger made a motion to meet in executive session at 10:45 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Franz 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 11:30 AM.

Administrative Settlements Over \$200,000. Right of Way Agent David Welch presented an administrative settlement for KN23337, Project No. A023(337), US-20/26, Middleton Road to Star Road, Ada/Canyon Counties, Parcel 149.

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

RES. NO. WHEREAS, the Idaho Transportation Department is acquiring right-of-way along
ITB25-55 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 149.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000 for the right-of-way acquisition along US-20/26, Middleton Rd. to Star Rd., for Project No. A023(337), Parcel 149.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 11:40 AM.

Read and Approved
August 21, 2025
Rigby, Idaho

Signed
GARY OSBORN, PRESIDING CHAIR
Idaho Transportation Board

Lorraine Dennis
Business Executive to the Board