

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
August 20 & 21, 2025

The Idaho Transportation Board met at 10:00 AM on Wednesday, August 20, 2025, in District 6, Rigby, Idaho. The following principals were present:

Bill Moad, Chairman
Gary Osborn, Vice Chair - District 2
Julie DeLorenzo – 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 1 Member Paul Franz was unable to attend. Lead Deputy Attorney General Tim Thomas joined the learning session held at the district office.

District 6 Tour. The Board toured US-20 and SH-33, Middle and South St. Anthony Interchanges. Afterwards, they met at the district office to hear local project updates and hold a learning session on parliamentary procedures.

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

August 21, 2025

The Idaho Transportation Board convened at 8:30 AM on Thursday, August 21, 2025, for the business meeting at the District 6 Office in Rigby, Idaho. Members and principals from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Safety Officer Clint Reeder reported on a junior wing assembly snow plow innovation by ITD's Harry Richter. Mr. Richter was presented a safety coin for outstanding skilled service.

Board Minutes. Vice Chair Osborn made a motion to approve the minutes of July 23 and 24, 2025, seconded by Member Bulger, and the motion passed unanimously.

Board Meeting Dates. The next meeting is September 17 and 18 in Lewiston, District 2. The following 2026 meeting dates were set for January 21, February 19 and March 18.

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-
ITB25-56 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 Local Highway Bridge Program adjustments, FY25 local agencies' end-of-year plan, FY25 Performance Report, FY25 uncollectible account write offs, and contract to reject.

1) Local Highway Bridge Program adjustments. The Local Highway Technical Assistance Council (LTAC) requests adjustments to the local Bridge Program. The adjustments delay two projects (KN19718 and KN20243), advance one (KN23148) and redistributes others (KN15001, 22104, 24341 and 19129) to balance federal funds. Available infrastructure bridge funding will be moved from FY25 to FY26 to balance the changes.

2) FY25 Local Agencies' End-of-Year Plan and project list. Approval is to modify FY25 of the Federal-Aid Local Highway Program based on project readiness and funding. Currently, Idaho has received 86% of annual obligation authority. Of that amount, Local Public Agencies/Programs have remaining federal funding available (with match) for 11 various programs. If FY25 Redistribution is made, ITD will obligate the local share based on the list of prioritized projects submitted contingent on delivery and cost estimating.

3) ITD 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, revenues and expenditures, key services and performance measures. Financial data and metric estimates were updated to reflect year-end data.

4) FY25 uncollectible account write offs. Department policy requires all uncollected accounts exceeding \$1,000 be approved for write off by the Board and those under \$1,000 by the director, shown as Exhibit 582, which is made a part hereof with like effect. In FY25, there were three accounts totaling \$9,061.27 over that threshold and eight under \$1,000 totaling \$2,298.88.

5) 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 113% over the EE. Key #24820, District 6, US-20, Buffalo River Bridge approach repairs, by low bidder Coldwater Group for \$486,000.

Informational Items.

1) Contract awards and advertisements. There were ten ITD and zero Local contracts awarded that did not require Board approval from July 1 – 31, 2025. From October 1, 2024, to July 31, 2025, 88 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 June 28, 2025, to July 25, 2025, 29 new professional services agreements and work tasks were processed, totaling \$15,488,319. Three supplemental agreements to existing professional services agreements were processed during this period for \$294,316.

3) Monthly report of federal formula program funding through July 31. 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 \$440.4 million with \$85.5 million remaining.

4) Draft FY26-32 Idaho Transportation Investment Program (ITIP) public outreach comments. Each year as part of the Idaho Transportation Investment Program (ITIP) update, the department hosts a public outreach and comment period to solicit feedback from the public regarding projects and funding. The public comment period is the month of July. A total of 442 comments were received statewide.

5) FY25 return check report. There were 143 returned checks in FY25 valuing \$56,209 out of the total value of \$44.1 million. ITD recouped \$66,755 or 113% of the returned checks. The recovery exceeds returns due to collection of previous year's returned checks.

Adopt-A-Highway (AAH). Member Hoff presented the AAH 2024 Group of the Year Award to Taylor's Crossing Charter School. The group adopted two miles of US-20, Mile Post 314 - 316. Representatives thanked ITD and the Board for the award.

Director's Monthly Report. Director Stokes reported on ITD projects "Top Shot" photos, District 6 (Rigby) employee visits, Transportation Expansion and Congestion Mitigation (TECM) update, a national award, Spokane's labor strike, and the Governor's Executive Order 2025-05. Some highlights included the various statewide project photos represented the diversity of work and modernization of Idaho's roadways from airstrip safety inspections to new sealcoat applications. Executive leadership continues its statewide employee visits, and new this year, incorporates an exercise to connect employees with ITD's five focus areas. All contracts from the last TECM bond sale have been issued with bids meeting the department's goal of being within 10% of the awarded contract. The new \$700 million investment SH-16 alignment project connecting SH-44 to I-84 is fully contracted. Targeted completion is late 2027. ITD is monitoring the equipment operators labor strike in Spokane, Washington for any potential project delays. Director Stokes concluded with outlining the Governor's executive order directive issued last week to all state agencies (and all fund sources) regarding efficiencies such as in travel, board membership and the construction program. Agencies are preparing for a 3% holdback of dedicated General Funds, which could be more for ITD. ITD receives \$275 million in General

Funds. In response, Director Stokes formed a steering committee to gather information as they learn more about the requirements.

Chief Deputy Dan McElhinney reported he attended USDOT Secretary Duffy's all state CEO meeting in Washington, D.C. The meeting focused on policy, streamlining processes, and project delivery. Discussion also took place regarding the next 5-year transportation funding plan such as retaining existing funding formulas – especially for rural states, delegated authority to states and flexible funding. CD McElhinney also shared ITD received the American Association of State Highway Transportation Officials' 2025 Transportation Safety and Maintenance Operations (TSMO) Transformation Award. ITD's TSMO plan enhances traffic improvements that create smarter highways and leverages artificial intelligence.

District Engineer Report. District 6 Engineer Jason Minzghor reported on project delivery, projects in planning, design and construction and operations. Some highlights included the district delivered 14 programmed projects and nine additional FY25 projects totaling \$71 million. The I-15/US-20 Connector planning and environmental linkage (PEL) study narrowed it to two options – Alternative E3 and H2. ITD's preferred alternative is H2. The alternatives consider future expandability and construction. H2 is the most northern of the two options and north of the existing airport, which has plans to expand. The E3 option is just east of the airport. Segments of US-20 in either option can be turned over to the City of Idaho Falls. The draft environmental impact statement will be submitted to FHWA this fall. The US-20 Ashton to SH-87 PEL study is anticipated to be done this year. The US-20 Arco to Idaho Falls 60-mile project is being designed into six packages. The US-20 Rexburg diversion diamond interchanges were completed last year with the South St. Anthony Interchange this fall. Staff participated in the Wyoming-Missoula Teton Pass ribbon cutting for partnership efforts in reopening the pass.

Board Unallocated Funds Request for US-26B Safety Project in Ririe. Traffic/Operations Engineer Bryan Young reviewed the request for FY26 Board Unallocated Funding to improve a stretch along US-26B by School District 251 in the City of Ririe and the intersection of US-26B and County Line Road. ITD is partnering with the City of Ririe and School District 251 to improve safety and improve the multimodal connectivity within the school system by building out curb, gutters and ramps. The City will design and construct the project. ITD will provide funding up to \$465,000 for the project anticipated to be built by fall 2026.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB25-57 Department (ITD) mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to partner with the City of Ririe in the construction of a safety school path and intersection safety improvements on US-26B; and

WHEREAS, ITD is prepared to incorporate this project into the Draft FY26-FY32 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that Board approves adding the US-26B safety project to FY26 of the Draft FY26-FY32 ITIP at a cost of approximately \$465,000 using FY26 Board Unallocated Funds.

State Fiscal Year 2025 Year-end Financial Statement Summary. Controller Robbie Swajkoski reported on ITD's FY25 fiscal year-end financials. He reviewed revenue trends actuals to forecasts and expenditures for the State Highway Fund (SHF), Highway Distribution Account (HDA), Aeronautics (AERO) Fund, Transportation Expansion & Congestion Mitigation (TECM), and Strategic Initiatives Program Fund (SIPF). Some highlights included overall actual revenues to the SHF (\$914.8M) were higher than forecasted (\$890.3M). HDA revenue to ITD was \$257.5M - \$1.6M over forecast. Expenditures for the State Highway Fund were \$888.5M with contract construction about \$100M lower than anticipated due to reappropriation. Total revenue to the AERO Fund (\$5.4M) was lower than forecasted (\$5.49M) because of a difference in Federal Aid receipts of about \$580,000. AERO expenditures were lower than anticipated due to \$25M allotted in trustee and benefits not expended. TECM revenue (\$89.9M) was lower than forecasted (\$96M) because cigarette tax receipts were only \$1.46M instead of the forecasted \$8.5M. With the passage of House Bill 25, starting in FY26, an additional \$20M per year for the TECM bonding program will be added to future years. TECM Expenditures were \$90M (\$63M in debt service). With transfer in and interest revenue, the SIPF cash balance ending June 30, 2025, was \$334.5M (the cash balance funds are fully committed). GARVEE bond proceed expenditures were \$616,000 and \$399.2M for TECM.

In response to Member Watkins' inquiry regarding ITD's long range planning with more electric vehicles on the road and fuel tax collections, Controller Swajkoski stated the department's budget council has reviewed revenue and expenses and will continue to monitor with the potential of future legislative action.

At the request of the Highway Safety Manager, Chairman Moad moved up the zero fatalities awards and safety partners update agenda item.

Zero Fatalities Awards and Safety Partners Update. Highway Safety Manager Josephine Middleton provided an overview of the Office of Highway Safety's (OHS) statewide Impaired Driving Campaign and mobilization that runs from August 15 through September 2. The campaign is focused on celebrating designated drivers. In 2024, 36% of all fatalities were related to impaired driving – with 25-year-olds and under having two times higher involvement in crashes. OHS is partnering with 56 agencies to create advertisements and materials – including a 15-second public service announcement, which was played. OHS offers mini grants for local law enforcement partners to help fund equipment and enforcement. Another campaign focuses on young drivers and parents "Look B4 You Lock" that airs when

temperatures are over 90-degrees. Representatives from Butte and Lemhi Counties and ITD's maintenance shed staff received the 2024 Zero Fatality Award for District 6.

August 2025 Revenue Forecast and Proposed FY27 Appropriation Request. Economic Research Manager Bob Thompson reviewed ITD's August 2025 forecast for FY26 and FY27 summary of revenues (history and forecast) for the SHA, SIPF, TECM and AERO and provided select highlights on revenue and funding outlook. Some highlights included with the current federal highway act due to expire in September 2026 forecasted federal revenue for FY26 is \$594.1M and \$490.4M in FY27. Total state revenue is forecasted at \$426.4M (FY26) and \$430.7M (FY27) with a total SHA of \$1.03B in FY26 and \$931.6M in FY27. General Funds transfers for the SIPF are forecasted at \$165M (ITD) and \$110M (Locals) for both FY26 and FY27. TECM sales tax revenue forecasted for FY26 and FY27 is \$100M and \$120M respectively. Based on the Division of Financial Management's (DFM) forecast, there are no anticipated cigarette tax funds for either FY26 or FY27. Cigarette tax revenues do not impact debt service. For AERO, total forecasted revenue is \$6.3M (FY26) and 6.2M (FY27). The grand total revenue forecast for FY26 is \$1.44B and \$1.36B for FY27. Some key takeaways included there is modest overall growth in state funds – dedicated HDA of 0.4% increase in FY26, the 2025 legislature appropriated \$275 million from the General Fund and \$100M in TECM for the state highway system.

In response to Member Bulger's question on why there is no cigarette sales tax revenue forecasted, ERM Thompson stated there are several variables on how ITD receives those funds. Ultimately, DFM did not include it in their forecast. The cigarette tax does not include vaping.

Financial Manager Kirk Weiskircher provided an overview of the agency's FY27 budget request changes since June 2025, FY27 Line Items, replacement equipment and an appropriation summary review. Highlights included personnel costs reflect a 1% (\$1.39M) for Change in Employee Compensation (CEC), insurance increase of \$3,600 per position, \$28.7M for Line Item requests, \$100M for TECM debt service and \$275M for Leading Idaho General Funds. The following are changes per division: AERO – reduction of \$4,000; Capital Facilities – reduction of \$1.7M (removed District 4 Administrative building); and Highways – reduction of \$119,000. Replacement equipment was reduced by \$2.3M for a total request of \$66.9M. Base adjustments for ITD's appropriation request reflect a reduction of \$850,000 for contract inflation due to a recent Governor's executive order. The FY27 appropriation request (\$1.04B) with debt service (\$165M) totals \$1.37 billion in FY27 program funding and 1645 full-time positions. Potential impacts to the budget request can stem from the Governor's executive order, Governor's recommendations for CEC and statewide cost allocation plan fees.

In response to Chairman Moad's question on health insurance increase costs for employees, FM Weiskircher stated the department will not know until after next year's legislative session. He added, this year the increase was less than CEC, but not by much.

In response to Chairman Moad's inquiry regarding replacement equipment for the buy-back program, increasing costs and efforts to narrow the gap, FM Weiskircher replied that ITD does an analysis on what they expect to receive; however, they can evaluate lease return and ownership for future years.

Regarding equipment inflation, Member Watkins commented it would be good to have specific information on trucks and heavy equipment versus taking a generic approach to inflation. FM Weiskircher shared the FY27 budget request does include inflation based on contract prices from previous years but will also gather additional information.

Member DeLorenzo spoke to the removal of the District 4 (Shoshone) building design Line Item from the FY27 budget request. She stated even with the recent repairs that the building is functionally obsolete and is asking too much of the public and staff. She stated she will support approval of this item; however, believes something needs to be done about it.

Member DeLorenzo made a motion, seconded by Vice Chair Osborn.

Upon call for additional comments on the motion, Member DeLorenzo stated she objected to the District 4 Building design being removed from the FY27 budget request. When polled, each board member supported Member DeLorenzo's comments.

The following resolution passed unopposed:

RES. NO. WHEREAS, the FY2027 Department Budget Request will be prepared in
ITB25-58 accordance with instructions in the Division of Financial Management's Budget
Development Manual; and

WHEREAS, the Idaho Transportation Board has reviewed the proposed FY2027
Budget Request Summary.

NOW THEREFORE BE IT RESOLVED, that the Board has reviewed the budget
request estimates reflected in the Department Summary and Certification,
submitted for approval August 21, 2025, and authorizes the estimates and
guidance provided to serve as the basis for the FY2027 Budget Request. And
approves submittal to the Division of Financial Management and Legislative
Services Office.

ITD State Street Headquarters Building Update. Chief Administrative Officer Dave Tolman presented on the architectural work, hazardous materials testing and report, building events and next steps for the State Street Headquarters (HQ) building. Highlights included, in coordination with three ITD teams, CSHQA architects drafted multiple concept layouts for each of the three HQ floors and added security access for the second floor. CAO Tolman reviewed the layouts. Due to the amount of testing needed, the hazardous materials assessment took longer than expected. The final report is anticipated by September 5. Unfortunately, vandalism

has been reported at the HQ building, and as such, fencing will be installed when the hazardous materials demolition begins. Boise Police will conduct more patrols. ITD will work with the Division of Public Works and CSHQA to finalize design options, complete testing and execute contracts for the hazardous materials removal. Staff will present renovation options and final floor layouts for approval next month.

2026 ITD Idaho Code Cleanup Act Agency Legislation. Government Affairs Manager Colby Cameron reported on House Bill 14, Idaho Code Cleanup Act efforts and proposed legislation. Staff reviewed nearly 700 subsections of statutes. The three legislative proposals are grouped by Idaho statute for Highways, Aeronautics and DMV. Examples of the proposals were provided that effectively repeals outdated and no longer used statutes. ITD is following the Executive Agency Legislative process and will submit the proposals to the Governor's Office and Division of Financial Management for consideration.

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

RES. NO. WHEREAS, the Idaho Governor's Office has directed that state agencies submit
ITB25-59 proposed 2026 legislation to the Division of Financial Management (DFM) for review and approval; and

WHEREAS, Idaho Transportation Department (ITD) staff recommends three code cleanup legislative proposals under House Bill 14 the Idaho Code Cleanup Act for consideration during the 2026 legislative session; and

WHEREAS, the three code cleanup legislative proposals seek to repeal 25 outdated or unnecessary sections of statute and are organized by division: (1) Aeronautics, (2) Highways, and (3) Division of Motor Vehicles.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves ITD's three code cleanup legislative proposals and submittal to the Division of Financial Management and the Governor's Office for further consideration.

ITD's Administrative Rules Process Review Update. Transportation Policy Specialist Brendan Floyd provided an update on the rules process and next steps. Two negotiated rulemaking meetings were held for ignition interlock devices and license plate provisions. ITD did not receive any negative feedback. Stemming from the Governor's zero-based regulation executive order in 2020, this is the last of the annual review period. In total, ITD removed 49 rules chapters and 34,000 words from existing statute. It was a focused effort to consolidate and edit statutes to provide better clarity. Starting next year, the department will return to the 8-year review schedule. Staff will bring draft rule language to the Board for review in October.

The Chairman advanced the following agenda item due to staff readiness.

Sales Tax Anticipation Revenue Agreement, SH-69 Improvements. Development Services Manager Brian Duran reviewed the project phases of the SH-69 improvements in partnership with Smith Brighton and the Ada County Highway District through the STAR agreement totaling \$24.5 million in improvements. Some highlights of the project phases included Phase 1 – intersection improvements along SH-69 at Aristocrat Lane and Lake Hazel. Phase 2 – widening west side of Meridian Road and south to north of Columbia Road. Phase 3 – design only to extend Rawson Canal culvert and widening and a new signal and extension north of Quartz Creek Street. The project scope also includes \$5 million in local road improvements.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB25-60 Department’s mission of safety, mobility, and economic opportunity; and

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

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

WHEREAS, the project has been adopted into the Idaho Transportation Investment Program (ITIP); and

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

WHEREAS, Smith Brighton Inc. and ITD have partnered in the development of project scoping, design elements, cost estimates, project phasing, project exhibits, and other supporting documentation; and

WHEREAS, Smith Brighton Inc. and ITD have jointly drafted a STAR agreement and has been reviewed by ITD’s Legal; and

WHEREAS, the Idaho Transportation Board has reviewed the agreement.

NOW THEREFORE BE IT RESOLVED, that the Board authorizes staff, on behalf of ITD, to enter into the drafted STAR agreement with only minimal changes as necessary to the final execution of the agreement.

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. The projects, as shown in the resolution, are US-20 Chester to Ashton by David Evans and Associates (DEA); I-15 projects in Bannock County by Atlas Technical Consultants; US-93 Pahsimeroi River Bridge by DEA; US-20 projects in Jefferson, Madison and Fremont Counties by Horrocks; I-84 A Canal Bridges by HDR; and US-95 Palouse Region Study by Horrocks. SDE Crider reviewed the project's background and justification and outlined the requested authorization.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to
ITB25-61 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
20053 ¹ / Design	US-20, Chester to Ashton Ph 1, Fremont	6	\$2,272,019	\$2,610,000	\$684,187	\$2,956,206
20547, 20186, 21872 ¹ / CE&I	I-15, Main St Grade Separation, Inkom; I-15, UPRR Inkom Overpass, Bannock; I-15, W Inkom Interchange (IC), Bannock County	5	\$969,842	-	\$4,438,199	\$5,408,041
21876 ¹ / Design	US-93,	6	-	-	\$1,894,027	\$1,894,027

	Pahsimeroi River Bridge, Custer County					
23246, 23254, 24084 ¹ / Design	US-20, Auxiliary Lanes Lewisville IC to S Rigby IC; Rexburg Middle IC to St Anthony IC; and Exit 337 Ramp Extensions in Jefferson, Madison, and Fremont Counties	6	\$2,219,624	\$2,312,400	\$130,376	\$2,350,000
23597 ¹ / Design	I-84, A Canal Bridges, Minidoka County	4	\$629,810	-	\$966,350	\$1,596,160
233531 / Design	US-95, Palouse Region Study, Latah County	2	\$3,580,237	\$3,750,000	\$1,810,241	\$5,390,478

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 DeLorenzo made a motion to meet in executive session at 11:02 AM 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 11:47 AM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 11:47 AM.

Read and Approved
September 18, 2025
Lewiston, Idaho

Signed
WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Lorraine Dennis, Business Executive to the Board