

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
December 10, 2025

The Idaho Transportation Board met at 8:30 AM on Wednesday, December 10, 2025, in Boise, Idaho. The following principals were present:

Gary Osborn, Vice Chair (Presiding Chair) - District 2
Julie DeLorenzo, Member – District 3
Mitch Watkins, Member - District 4
John Bulger, Member – District 5
Bob Hoff, Member – District 6
Scott Stokes, Director
Lorraine Dennis, Business Executive to the Board
Tim Thomas, Lead Deputy Attorney General

Chairman Bill Moad was not present. District 1 Member Pual Franz participated remotely, and Acting Chief Operations Officer Dave Kuisti was in attendance.

Safety Share. Public Information Officer Britt Rosenthal stated the importance of engaged driving by sharing a story of a driver who cut her off only to observe he was on his cell phone. This took place while driving by a high school.

Board Minutes. Member Hoff made a motion to approve the minutes of November 13, 2025, seconded by Member Watkins, and the motion passed unanimously.

Board Meeting Dates. The next meeting is January 21, 2026, in Boise.

Consent Items. Member DeLorenzo 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-explanatory items that can be approved in one motion; and
ITB25-81

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 Community Planning Association of Southwest Idaho Transportation Improvement Program additions.

1) COMPASS Transportation Improvement Program (TIP) additions. On behalf of the Ada County Highway District (ACHD) and Valley Regional Transit (VRT), COMPASS requests the addition of two new projects to the FY26-FY32 TIP. ACHD's project is the Access to Opportunity (BUILD Boise Bench) estimated at \$23,045,000 and VRT's is for three replacement vehicles for

Boise State University totaling \$595,937. Final TIP inclusion is contingent on COMPASS Board of Directors' approval at its December 15, 2025, meeting.

Informational Items.

1) Contract awards and advertisements. There were three ITD and three Local contracts awarded that did not require Board approval for the month of November 2025.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From October 22, 2025 through November 17, 2025, 17 new professional services agreements and work tasks were processed, totaling \$3,349,506. Ten supplemental agreements to existing professional services agreements were processed during this period for \$6,296,939.

3) Monthly report of federal formula program funding through November 26. Idaho received obligation authority through January 30, 2026, of \$126.3 million via a continuing resolution passed on November 12, 2025. Idaho received apportionments of \$416.2 million. Allotted program funding through November 26, 2025, is \$183.6 million with \$178.7 million remaining.

4) Annual outdoor advertising report. The ITD Outdoor Advertising Program is charged with monitoring, controlling, or causing to be controlled, advertising signs in areas adjacent to the Interstate System, Primary Highways, and National Highway System roads within the state of Idaho. From October 1, 2024 to September 30, 2025, there was one appeal and 12 new sign applications processed, of which 11 were approved and one denied. There is a total of 1,229 signs statewide.

5) Transportation Expansion and Congestion Mitigation summary drawdown report. The TECM drawdown summary included the TECM 2022A, 2023A, 2024A, and 2025A bond series; the amount allocated to each corridor and project; and a summary of the drawdown as of the end of November 2025. As of November 30, the 2022A bond series was fully drawdown. Total bonded amount plus bonded interest is \$1.31 billion.

6) FY26 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of October 31st are at forecast with revenues in the Highway Distribution Account above forecast by 3.56% (Misc. revenues are ahead by 29.4%). State revenues to the State Aeronautics Fund are below forecast by 24.88% - a shortfall of approx. \$364K. As a result, there is the potential to revise the year-to-date forecast. The Department's expenditures remain within planned budgets. Personnel costs savings of \$1.7M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$233.7M, and total construction expenditures from the five different funds sources total \$436.6M.

The balance of the long-term investments is \$192.9M. These funds are obligated against construction projects and encumbrances. The cash balance is \$127.3M. Expenditures in the Strategic Initiatives Program Fund is \$33.7M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$48.3M. FY26 expenditures for the Federal CARES Act fund for is \$400K. Expenditures for the TECM bond program during this period are \$153.9M and \$1K for GARVEE.

Audit Subcommittee Report. Member Bulger, Audit Subcommittee Chair, reported the Audit Subcommittee met on November 14, 2025. They received an update from staff that the FY24 Annual Comprehensive Financial Report Audit (ACFR) was finalized in August and the Single Audit completed in November. The ACFR was nine months late due to LUMA reporting. ITD incurred no audit findings. Both reports are still pending formal submission by the State Controller's Office.

Director's Monthly Report. Director Stokes welcomed officials from the Federal Highway Administration who were in attendance. Director Stokes reported on employee teamwork, recapped completed projects and emergency responses, community efforts, innovation, and employee safety data. Some highlights included over 3,000 "Recognizing ITD's Super Employees" certificates have been issued this year. The support amongst employees statewide has been tremendous. Some completed projects were the Thorn Creek to Moscow and Pocatello Interchange. Contract construction payout for the entire program amounts to \$1 billion. The US-95 flood repair in Council and Eckert Bridge repair are examples of major emergency responses. ITD has participated in a number of community events including the kids bicycle traffic garden and naming of snowplows events. Employees saved the department \$5 million in innovations in FY25. New programs such as the Summer and Winter Olympics were created to financially reward employees for their innovations. One hundred and fifty employees are receiving a monetary payout for this year's summer Olympics. The number of employee safety incidents has steadily decreased over the past five years. Director Stokes attributed it to the strides ITD has achieved in safety and the culture supporting it.

Employee Service Award Recognition. Director Stokes presented this year's employee service awards for nearly 200 employees achieving a five-year milestone. He stated the value at ITD are the people and expressed his appreciation. Employees will receive a certificate from the Governor, and new this year - a letter from executive leadership. He remarked that 45% of ITD's employees have less than five years of service and underscored the experience of ITD's veteran staff. Special recognition was given to the 30-, 35- and 40-year recipients. Connie Jones, from District 4, was recognized for her 40-year service award and announcement of her retirement.

Division of Human Resources (DHR) Annual Report. DHR Human Resources Officer Holly Bailey reported on the ITD HR team, key services, goals and priorities, HR metrics, recruitment highlights, FY25 statistics, and notable projects. Some highlights included the HR 16-member team is fully staffed and underwent some reorganization for continuity and moving to a generalist modal. DHR conducted an employee engagement survey, executed over 800

targeted employee pay increases and held 15 sessions of supervisorial training for 233 ITD leaders and four sessions on leading through accountability at the annual leaders' workshop. In comparison to FY25, ITD's total employee turnover rate decreased from 16.7% to a projected 13.2% for FY26. The FY26 year-to-date vacancy rate is 0.9%, which is exceptional for the size of the agency. In FY25, about half of exiting employees completed a survey. DHR is updating it to capture more data. About 47% left for higher pay opportunities. Turnaround time to fill positions from vacancy to hiring reduced to 42 days – a large part due to enhanced recruitment efforts. HR supports two systems – statewide LUMA and ITD's advantage system. Some notable projects included DHR's dashboard, Smartsheet process automation, and the strategy roadmap.

In response to Member Watkins' question of ITD's pay competitiveness now with private sector jobs and anticipated revenue shortfalls to provide future pay increases, HRO Bailey replied they are not quite where the private sector is; however, focus is placed on highlighting other benefits. Pay increases are significant for retention, but uncertain of future impact.

Division of Aeronautics Revenue. Economics and Research Manager Bob Thompson presented Aeronautics (AERO) FY25 actual to forecasted revenue variance, AERO aviation tax collections, Boise Airport flight and fuel data, and the action plan. Some highlights included AERO's revenue through October 2025, is significantly below forecast by 25% (\$364,000). In comparison to monthly actual to forecasted revenue for aviation gasoline and jet fuel tax collections from July to October, actual revenue is down with the variance growing. For October, actual revenue was \$1.099 million in comparison to the forecasted \$1.463 million. Flight data for the Boise Airport for commercial arrivals and departures by month show an overall decrease July through October, and similar for freight starting in June. Freight is seeing flight reductions due to global air cargo decline and shifts to larger hubs. Boise Airport's fuel flow by gallon had a major drop beginning in July through October and is lower than the previous year. Due to revenue shortfalls, \$250,000 will be removed from the Idaho Airport Aid (IAA) Program in FY27 and staff will reduce AERO's fuel tax revenue forecast by 25%. Staff will continue to monitor expenditures and actual revenue collections to the forecast.

In response to Member Hoff's inquiry if staff collected airport data for Idaho Falls, ERM Thompson stated they did not, but will try to receive data from other airports. Member Hoff commented that Idaho Falls's gallons of fuel usage have more than doubled.

In response to Member Bulger's question about flight impacts due to tariffs, ERM Thompson replied it is possible with lower confidence in economic conditions.

Chairman Osborn inquired about the occurrence of tankering in Idaho. Aeronautics Administrator Tom Mahoney shared that tankering is when one intentionally fuels-up elsewhere - such as in Salt Lake City to avoid higher costs; however, they have not seen significant price changes. They have been fairly steady. Cargo flights, however, are experiencing significant trip reductions.

In response to Member Watkins' question on impacts of reducing \$250,000 from the IAA Program, AA Mahoney stated those funds are primarily used to match Federal Aviation Administration grants. The direct impact potential is not known yet. In addition, plans to increase Program funding have changed. It will remain at \$1.25 million.

Public Transportation Advisory Council (PTAC) Annual Update. PTAC Chairman Ryan Luttmann provided an update on PTAC's membership, goals, successes, provider concerns, initiatives, and recommendations. Some highlights included PTAC has a new District 2 Member, Suzanne Seigneur. Some goals for 2026 – 2029 are to serve as a conduit of training resource needs from their providers to ITD's Public Transportation Office (ITD-PT), identify and assist with service-to-service connectivity, and meet with providers to advise ITD-PT on funding allocation. Chairman Luttmann highlighted successes in each district such as Mountain Rides Transportation Authority's fully electric fleet and the \$200,000 GIFT Carbon Reduction Grant (through Local Highway Technical Assistance Council) to fund five additional vans. Limited funding sources, reduced services or route reductions, and inflation remain PTAC's top concerns. PTAC is focused on expanding participation in the PT Annual Summit and provider-to-provider connectivity, seeking unique funding sources, and providing local funding match.

Public Transportation (PT) Office Annual Update. Public Transportation Manager Ron Duran presented PT's statewide impact, successes, and shared a video spotlighting the GIFT micro-transit provider in Idaho Falls. Some highlights included PT recorded over 2.2 million trips this year with more than 8 million miles. Services help the aging population to get to their appointments. This year, the PT Office participated in the 2025 State Management Review and a Triennial Review because they receive federal funds. Only a single audit finding was noted due to a discrepancy of when the State Controller's Office submitted the statewide review on behalf of the state. PT is in compliance with how they manage their programs. PTM Duran shared a video highlighting the GIFT micro-transit provider, who was a pilot project recipient in the Idaho Falls Greater Area, providing door-to-door service for people in need – such as visually impaired and elderly riders. GIFT provides about 9,000 rides per month.

New Public Transportation Interagency Work Group (IWG) Policies (4089/5089). Public Transportation Manager Ron Duran stated policies 4089 and 5089 are new policies created for the IWG that align with the other department's advisory group policies. This is the second advisory group that PT coordinates with – Public Transportation Advisory Council is the other.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for ITB25-82 the Idaho Transportation Department; and

WHEREAS, Board Policy 4089, Public Transportation Interagency Working Group, was created to include legal authorities, responsibilities of the Public Transportation Program Manager and the Interagency Working Group Members.

In addition, the policy includes information governing the membership composition of the Interagency Working Group members; and

WHEREAS, Administrative Policy 5089, Public Transportation Interagency Working Group, was created to include language on the roles of the Interagency Working Group in their administration of concerns, the process for recommendations or ideas regarding policy changes that may require legislative action, as well as language on the minimum meeting requirements; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the new Board Policy 4089 Public Transportation Interagency Working Group.

BE IT FURTHER RESOLVED, that the Board concurs with the new corresponding Administrative Policy 5089 Public Transportation Interagency Working Group.

Freight Advisory Committee (FAC) Annual Report. FAC Chairman Winston Inouye reported on FAC membership, the Idaho Strategic Freight Plan, new 129,000 Pounds (129K) Truck Routes, and ongoing project support. Some highlights included two FAC workshops were held to discuss the 2025 Statewide Rail Plan update in May and October. Freight investments from 2024 through 2027 range from \$10.75 million to 11.1 million per year. Ten projects were completed in 2025 and four this year that are wrapping up. Another four projects are planned for 2027. Three new 129K Routes were set in Jerome, Gooding, and Filer Highway Districts – all were dairy industry related. FAC continues to engage on key issues such as port-of-entry projects in Marsing and Hollister and truck parking.

FAC District 2 Member, and Port of Lewiston General Manager, Scott Corbitt provided an update on Idaho's Port of Lewiston Seaport. Some highlights included, in May 2025 the Port and ITD co-sponsorship was approved by the Maritime Administration for the Marine Highway, M-84 that allows ITD to be a project sponsor. The M-84 (I-84) designation recognizes the major rail and truck congestion and shipping delays along the corridor. The Port is a direct link for trucks, rail, barges, and only two miles from air. The Port services breakbulk cargo and has over 200,000 sq. ft. of warehouse and over 20 acres of storage capacity. Barging is an optimal choice for moving goods such as wheat, crops and forest products that use the river to bypass miles of difficult highways. Idaho's first cruise boat was launched with two more boats anticipated in the next two years. Future development is underway to accommodate additional capacity and tourism.

In response to Member Hoff's inquiry regarding tourism and expansion at the Port in respect to impacts to the existing fish dams, FAC Member Corbitt stated there is support from the cruise line and strong advocacy to retain the dams.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for agreement authorization for design and construction, engineering and inspection (CE&I) services. The projects, as shown in the resolution, are US-91, Park Lawn to Siphon Rd. by Kimley-Horn and Associates; US-30, Yellowstone to Garrett Corridor by J-U-B Engineers; I-84, Exit 90 to 95 Restoration by Horrock's Engineers; SH-75, Torrey's Hole RV Access to Slate Creek by Jacobs Engineering Group; SH-16, SH-44 Interchange by Horrock's; I-90, SH-41 to US-95-West by David Evans and Associates; SH-50, Red Cap Corner to I-84 by HDR Inc. SDE Crider reviewed the project's background and justification and outlined the requested authorization.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to
ITB25-83 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
21860 ¹ / Design	US-91, Park Lawn to Siphon Rd, Chubbuck	5	\$885,867	-	\$158,179	\$1,044,046
22687 ¹ / Design	US-30, Yellowstone to Garrett Corridor, Pocatello	5	\$1,312,010	\$1,400,000	\$688,000	\$2,000,010
23540 ¹ / Design	I-84, Exit 90 to Exit 95 Restoration, Mountain Home	3	\$1,676,945	\$1,678,000	\$264,000	\$1,940,945
23605 ¹ / Design	SH-75, Torrey's Hole RV Access to Slate Creek, Custer County	4	\$750,638	-	\$999,933	\$1,750,571
23958 ¹ / CE&I	SH-16, SH-44 Interchange, Ada County	3	\$946,645	-	\$2,141,985	\$3,088,630
24305 ¹ / CE&I	I-90, SH 41 to US 95- West, Kootenai County	1	\$927,465	-	\$1,673,059	\$2,600,524
24719 ¹ / Design	SH 50, Red Cap Corner to I-84 Eval/Design, Twin Falls	4	\$28,933	-	\$1,963,571	\$1,992,504

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

DMV Operations Update. DMV Administrator Lisa McClellan provided an update on the new Potato Commission sponsored license plates, artificial intelligence (AI) use, airplane registrations, new kiosk services, portals for abandoned vehicles and dealers, and commercial driver's licenses. Some highlights included the new black-and-white and teal-and-white plates have generated about \$1.5 million to the State Highway Fund. DMV is leveraging AI to help with functions such as personalized plates screenings and fielding customer questions. Airplane registrations are now available online – up to 10,000 renewals were done by mail. Coming spring 2026, vehicle registration renewal kiosks are being piloted in five Albertson's grocery stores in the Treasure Valley. Driver's licenses renewals will be part of Phase 2. The Abandon Vehicle Portal is launching in 2026. As a requirement of HB174, DMV is required to notify stakeholders when a vehicle is towed. Towing companies are required to enter vehicle

information and their rate sheets to the portal. Dealer Portal Phase 2 that automates electronic title applications and payments is going live. DMV estimates about \$4 million per year in administrative fee savings. County offices can still collect the \$3 application fee if they review dealer information online. In response to statute changes impacting non-domicile commercial driver's licensing (ND CDL) requirements, DMV sent letters to CDL holders regarding new criteria. Although not required, DMV is conducting an audit of all ND CDLs. Effective December 18, 2025, the written CDL Knowledge Test will only be issued in English, which aligns Idaho with other states and safety concerns.

In response to Member Watkins' inquiry about counties having concerns over the fee collection reduction with the Dealer Portal, DMV McClellan stated they have worked with the counties for the last seven years on right-sizing operations. It is about at a breakeven point. Counties are going to a hybrid model to consolidate services with the Sheriff's or Assessors' Offices to help mitigate revenue impact.

Member Wakins' also inquired about potential concern regarding the English only written CDL test. Stating many drivers speak the language but do not know it written. DMV McClellan replied DMV administers about 11 tests each month. Associated CDL documentation is only in English, so as a matter of understanding, drivers need to be able to read English as well.

[Revisions to Idaho Traffic Safety Commission \(ITSC\) Policies, \(4043/5043\)](#). Highway Safety Manager Jo Middleton reported the Office of Highway Safety oversees the administration of the ITSC, which is comprised of up to 15 members and chaired by the ITD director. The revisions are to align the board and administrative policies with the other ITD advisory group policies. Changes were shared with ITSC and no concerns were received.

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

RES. NO. WHEREAS, the Idaho Transportation Board is charged with setting policies for
ITB25-84 the Idaho Transportation Department; and

WHEREAS, Board Policy 4043 Idaho Traffic Safety Commission was revised to include a brief explanation of the advisory commission's role and purpose; and

WHEREAS, Administrative Policy 5043 Idaho Traffic Safety Commission was revised to clarify how the commission functions in coordination with the department; and

WHEREAS, Administrative Policy 5043 Idaho Traffic Safety Commission was revised to clarify the primary tasks the commission is asked to provide in its recommendations concerning matters concerning traffic safety in Idaho; and

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

NOW THEREFORE BE IT RESOLVED, that the Board approves the revisions to Board Policy 4043 Idaho Traffic Safety Commission.

BE IT FURTHER RESOLVED, that the Board concurs with revisions to the corresponding Administrative Policy 5043 Idaho Traffic Safety Commission.

Office of Highway Safety, New Safety Performance Targets for 2027-2029. Research Analyst Principal Steve Rich provided an overview of the new safety performance targets for 2027 - 2029 and related fatality and serious injury data. Some highlights included total crashes have been steadily increasing since 2020. Idaho had the largest percentage increase in population from 2020 to 2024 in the country. Due to variability in fatal crashes, performance measures are based on five-year averages and rates. Historically, fatality rates since the 1970s have reduced significantly in large part to safety technology improvements. The general trend; however, of the 5-year averages are mostly increasing while the rates are remaining flat or decreasing. Based on federal regulations, performance targets must show constant or improved performance, so targets can only be set at or better than the benchmark. The FFY2027-2029 Highway Safety Plan (HSP) will be based on 2024 benchmarks. The 5-Year fatality rate targets for FY27 - FY29 is 1.27 and for serious injuries - 6.58 (FY27), 6.52 (FY28) and 6.47 (FY29). The HSP tracks 20 performance metrics.

In response to Member Bulger's inquiry if data is shared with the statewide district engineers (DE) to help remediate problem areas, RAP Rich replied it is. Plus, the DEs have access to data software when evaluating project safety.

In regard to distracted driving and hands-free cell phone use laws currently in place, Member DeLorenzo inquired about concerns with enforcement and if more can be done – in addition to fines. Director Stokes commented there is also a problem with people not paying their fines (millions in unpaid tickets) and anticipates more to come in terms of review.

In response to Member Bulger's question if the driver's program, that removes points from one's driving record, is being evaluated for effectiveness, RAP Rich stated the Alive at 25 Program - contracted through Boise State University, does evaluate the program. The six-hour class is helping in the short term, but long term impact is uncertain.

Idaho's Rail-Highway Crossing Program (RHCP) Annual Report. Sr. Transportation Planner Blaine Schwendiman reported on railroads statute and policies, program funding and effectiveness, Idaho Operation Life Saver (IOLS), the Rail Operations and Safety Team (ROaST), and RHCP projects. Some highlights included the RHCP receives \$2 million in annual federal funds and \$250,000 in state funds to address deficiencies at rail crossings. There are 11 railroads operating in Idaho with 1306 public rail crossings. In comparison to FFY24, rail crossing

fatalities and serious injuries decreased in FFY25 from two to zero and 12 to four respectively. Closing passive (no active warnings) rail-highway at-grade crossings are a high priority. IOLS networks with volunteers to provide various types of rail education and community outreach. The ROaST is comprised of representation from each ITD district plus FHWA. Their role is to propose projects, prioritize those projects, align project scope and budget, and recommend projects for inclusion into the Idaho Transportation Investment Program. Currently, there are 12 projects in progress from prior years, four in process for construction, and three pending agreements.

Executive Session on Legal and Personnel Issues. Member Watkins made a motion to meet in executive session at 11:35 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member DeLorenzo seconded the motion and it passed unanimously by roll call vote.

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

The Board ended executive session at 11:58 AM.

Administrative Settlements Over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN22715, Project No. A022(715), SH-55 Farmway Road to Middleton Road, Canyon County, Parcels 21, 230-232, 236, 248, 250, and 251.

Member DeLorenzo 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 ITB25-85 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 Parcels 21, 230, 231, 232, 236, 248, 250 and 251.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves an Administrative Settlement over \$200,000 for the right-of-way acquisition along SH-55, Farmway Rd. to Middleton Rd., for Project No. A022(715), KN 22715, Parcels 21, 230, 231, 232, 236, 248, 250 and 251.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 12:06 PM.

Read and Approved
January 21, 2026
Boise, Idaho

Signed
GARY OSBORN, PRESIDING CHAIRMAN
Idaho Transportation Board