

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
September 17 & 18, 2025

The Idaho Transportation Board met at 10:00 AM on Wednesday, September 17, 2025, in District 2, Lewiston, Idaho. The following principals were present:

Bill Moad, Chairman
Paul Franz, Member- District 1
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
Scott Stokes, Director
Dan McElhinney, Chief Deputy/Chief Operations Officer
Lorraine Dennis, Business Executive to the Board

District 2 Tour. The Board toured US-95, Culdesac Canyon and the District Office materials lab. After lunch, the Board toured the US-95, Thorn Creek to Moscow new alignment and the Sand Creek bridge project west of Moscow.

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

September 18, 2025

The Idaho Transportation Board convened at 8:00 AM on Thursday, September 18, 2025, for the business meeting at the District 2 Office in Lewiston, Idaho. Members and principals from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Business Manager Kelsie Corder reported on the importance of taking care of oneself through exercise, nutrition, ergonomics, and sleep.

Board Minutes. Vice Chair Osborn made a motion to approve the minutes of August 20 & 21, 2025, seconded by Member Watkins, and the motion passed unanimously.

Board Meeting Dates. The next meeting is October 15, 2025, in Boise.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB25-62 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 contract to award.

1) Contract to award. The low bid on the following project is more than ten percent over the engineer's estimate (EE), requiring justification. Staff recommends awarding the contract that is 114% over the EE. Key #23582, District 6, US-93, rockfall mitigation, by low bidder Rock Supremacy for \$192,250.

Informational Items.

1) Contract awards and advertisements. There were two ITD and two Local contracts awarded that did not require Board approval from August 1 – 31, 2025. From October 1, 2024, to August 31, 2025, 90 ITD and 20 Local contracts were bid.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From July 26, 2025, to August 24, 2025, 20 new professional services agreements and work tasks were processed, totaling \$6,645,901. Five supplemental agreements to existing professional services agreements were processed during this period for \$880,156.

3) Monthly report of federal formula program funding through August 29. Idaho received FY25 apportionments of \$468.9 million. Prior to redistribution, Idaho had received obligation authority (OA) of \$403.8 million. On August 29th, an additional \$52.4 million redistribution of OA was received. Total FY25 OA through September 30, 2025, is now 97.3% of apportionments. Allotted program funding is \$509.8 million with \$128.9 million remaining.

4) FY26 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of July 31st are ahead of forecast by 6.8% with revenues in the Highway Distribution Account above forecast at 10.45%. State revenues to the State Aeronautics Fund are below forecast by 12.3%. The Department's expenditures were within planned budgets. Personnel costs savings of \$541K is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$59.8M, and total construction expenditures from the five different funds sources total \$107.7M.

The balance of the long-term investments is \$191.1M. These funds are obligated against construction projects and encumbrances. The cash balance is \$112.9M. Expenditures in the Strategic Initiatives Program Fund is \$9.3M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$12.1M. For this period, there are no expenditures for the Federal CARES Act fund. Expenditures for the TECM bond program during this period are \$35.6M and \$1K for GARVEE.

Adopt-A-Highway (AAH). Vice Chair Osborn presented the AAH 2024 Group of the Year Award to the Selway Bitterroot Frank Church Foundation. The group adopted segments on US-12 and recently, SH-13. Representatives thanked ITD and the Board for the award.

Director's Monthly Report. Director Stokes reported on ITD's draft annual report, Governor's Executive Order (EO) 2025-05, and employee survey. Some highlights included staff is working on ITD's annual report with plans to bring the draft to the Board next month. In response to the Governor's EO, a team was assembled to address the six items required. Three responses have been completed that pertain to staffing levels, travel and boards and commissions costs. A virtual employee meeting was held to inform employees of the EO, provide a budget update and convey the employee engagement survey results conducted by the Division of Human Resources. Staff is keeping a close eye on the budget with anticipated holdbacks, long-range planning, metric accountability, and continued delivery of efficient and effective operations. Executive staff visited District 3, as part of their statewide visits, meeting with the striping crew. Of the seven-member crew, six have less than one-year experience. Training and professional development is a priority to grow and retain employees. Staff recognizes pay is a factor but remain dedicated to making the employee experience better.

District Engineer Report. District 2 Engineer Doral Hoff reported on personnel updates, winter mobility metrics, innovation, public outreach, project delivery, 2025 construction projects, the July 4th Fiddle Creek mudslide, and presented an award. Some highlights included the recent passing of Operations Project Manager Larry Tillinghast. The district piloted the use of blue salt in the Grangeville area that costs more than white salt but requires less application and saves staff time and fuel. As a result of former PM Tillinghast's efforts in garnering help from local loggers, staff saved significant costs removing trees along US-95/12 and SH-8. Several outreach safety driven events were held such as the Safely Navigating Our Winters and Cone Zone Programs. For FY26, four projects totaling \$29 million have been delivered. Some projects under construction are the SH-11 Quartz Creek bridge, US-95 Ferdinand passing lane, US-95 Riggins roadway repairs with manhole covers, and completion of the Thorn Creek to Moscow project. In recognition of the coordinated efforts of District 2's and 3's US-95 Fiddle Creek mudslide, staff from Grangeville and New Meadows received safety award recognition.

In response to Member Watkins' question on whether District 2 shares their blue salt usage results with the state coordinator, DE-2 Hoff confirmed they do and added District 3 has been piloting it longer. It is a tool they are now just starting to use to optimize costs. This year, seven of their 13 sheds are using blue salt.

Division of Human Resources 2025 Employee Engagement Survey Results. Chief Innovation Experience Officer Brenda Williams presented ITD's employee engagement survey results. Some highlights included DHR sent the survey to all state employees in June 2025 – ITD's response rate was 79% compared to 80% in 2024. There were 30 category areas with 53 questions, which were the same with the exception of one. ITD's score went up in every category and question. Seventy-six percent would recommend ITD as a great place to work. The

top five strengths are Safety – 85%; Work-life Balance – 80%; Living the Values – 78%, Trust in Managers – 78%; and Respect – 78%. Trust in managers edged into the top five moving innovation into sixth. Some opportunities for improvement included Pay and Benefits – 41%; Survey Follow-up – 28%; and Communication – 24%. Of the 53 questions, only five were less than 50% favorable within three categories. Pay was the most improved growth at .33%. CIEO Williams reviewed ITD’s Ideal Workplace Action Plan stating they receive staff input year-long to enhance the employee’s experience. Action plans are due to DHR on October 31, 2025.

In response to Chairman Moad’s question of comparing employee exit interviews to the survey results, CIEO Williams stated they consider their feedback because the goal is to retain employees.

FY26-FY32 Draft Idaho Transportation Investment Program Public Comments Responses.

Sr. Public Information Officer Megan Jahns reviewed the public outreach efforts taken to garner responses such as news coverage, email blasts and social media. Some highlights included email blasts are the number one preferred survey method with a 43.6% open rate. Social media ads overall reach was 126,000 with 9,393 link clicks. ITD bought 402 radio spots on 13 channels, which on average the target audience heard more than two times in July. New this year, was coordination with LHTAC where they responded to comments within their jurisdiction. Responses were sent out by September.

Sr. Research Analyst Noah Ipaye reported on the total number of public comments, data by source, district, state versus local, and by topics. Some highlights included ITD had 426 comments this year, of which 94% were received via the map/comment portal. Districts 3 and 6 had the most comments, 75% of comments received were for projects on the state highway system, and 34% for maintenance, and 14% for traffic control and congestion related topics.

Sr. PIO Jahns summarized key takeaways such as comments were primarily project-specific, communities want their voice to be heard, and partnering with local agencies increased response effectiveness and commenter satisfaction.

Member Bulger commented favorably about the public comments response format; however, he would like to see adding the project name instead of just the key number.

In response to Member Watkins’ inquiry about targeting local highway and county officials’ comments, Sr. PIO Jahns stated planners meet regularly with the statewide district engineers, in addition to local entities receiving email blasts.

FFY25 ITD Redistribution and Local Public Agency End of Year Closeout. Program Control Manager Colleen Wonacott reported on the final federal fiscal year 2025 federal formula obligation authority (OA) received from FHWA through redistribution and the state and local projects impacted. In August 2025, ITD received about \$52 million of OA through redistribution bring the total amount to 97.3% of the apportionments received this year. ITD can only use this

OA if they have available apportionments to go with it. When the ITIP is developed, it is programmed to 100% of what ITD expects the apportionment levels to be, so they depend on getting enough redistribution to fully deliver the program. PCM Wanott recapped the additional one-time apportionments of \$13 million received in July and allocated per ITD Policy 4028, shown as Exhibit 583, which is made a part hereof with like effect. She also reviewed the Local Public Agency Redistribution and End of Year Closeout project lists of various project funding increased or advanced using redistribution funding.

Project Management Office Manager Brad Wolfinger reviewed ITD's project activities for redistribution. Some highlights included, as part of the holdback strategy to ensure available funding, there were three projects that were advertised late in the year and one that was redesigned and rescheduled to FY26 totaling \$20.8 million. Five projects were either advanced or added to the program, three of which are Board Unallocated funded projects, totaling \$10.7 million. There were nine projects not delivered or advertised, removed from the program or rescheduled to FY26 totaling \$84.2 million. PMO Manager Wolfinger also reviewed the state year end closeout to June 2025 showing projects that had increased funding, change order increases or advancement totaling \$14 million, and end of year federal fiscal year closeout project activity through August and September 2025 totaling \$67 million (a number of projects were advanced to free up revenue in FY26 in anticipation of uncertain funding scenarios).

In response to Member DeLorenzo's question regarding funding for the \$2.2 million emergency response US-95 landslide repair project in Adams County, PMO Wolfinger stated ITD will be reimbursed for that repair work.

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

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB25-63 accomplish a current, realistic, and fiscally constrained Idaho Transportation
Investment Program (ITIP); and

WHEREAS, Redistribution of Federal Formula Funds were received by ITD on August 29, 2025 and other Federal Formula Funds were available for the end of year obligation; and

WHEREAS, FY2025 Federal Formula Funds have to be obligated and approved by FHWA by September 25, 2025; and

WHEREAS, the attached Exhibits were executed to meet the required obligation dates; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the allocation of obligation authority received through Redistribution of Federal Formula Funds, and the lists of projects presented for advancement, cost changes or advance construction conversion to FY2025 as shown in Exhibits #1-7.

Recommended FY26-FY32 Idaho Transportation Investment Program (ITIP). Program Control Manager Colleen Wonacott reviewed the ITIP development stages, ITD's core program target levels, holdbacks and reserve funding, set-asides in the ITIP, changes in the draft ITIP since June, and next steps. Some highlights include ITD's core program goals are \$200 million for pavement and \$100 million for bridges per year. Capacity targets are flexible and will increase or decrease due to changes in revenue estimates, federal funding levels or other program targets. ITD will continue "holdbacks" of \$20 million of pre-identified projects until revenues are certain and program \$20 million in reserve to address costs increases/decreases and other variables. Some annual set-asides, funding earmarked for a specific purpose, include \$3 million for bridge safety repairs, \$6 million for studies and \$5 million in FY27 for grant match (goes up to \$20M in FY28.) Several changes were made to the ITIP since June based on priorities by the Locals, removal of NEVI projects due to the suspension of the program, projects tied to rescinded grant funding, added projects and project changes. Staff anticipates a few more year-end changes. Next steps are to submit the recommended Statewide Transportation Improvement Program (the first 4-years of the ITIP) to FHWA and FTA for federal approval in November.

Chief Administrative Officer Dave Tolman offered, prior to the Board's approval of the ITIP, pending actions from the Governor's recent executive order (EO) that have potential impacts to ITD's ITIP program. The EO issued mid-August, agencies were asked to holdback 3% funding for FY26, of which, ITD was not included. Yesterday, they received more information that includes a 3% holdback for FY27 too and directing General Funded (GF) agencies to not request replacement equipment. ITD receives \$275 million in General Fund revenue – the Locals' share of that is \$110 million, which has already been distributed to them in July as dictated by legislation (Locals will be held harmless). Staff anticipates ITD will be included these holdbacks; however, they do not know how much. ITD's share of the GF is \$165 million. If imposed, staff will come before the Board to discuss impacts to the agency's ITIP program.

In response to Member Bulger's question regarding if ITD has a plan in case there is a reduction for FY27, CAO Tolman stated they do. Depending on the dollar amount, priorities can change as well, but staff will come back to the Board to seek concurrence with those changes.

In response to Member DeLorenzo's inquiry on the 3% holdback of ITD's General Fund revenue, CAO Tolman clarified that it would come from ITD's share - \$165 million because the Locals already received their share. The 3% would be on the total \$275 million.

Member Franz made a motion, seconded by Vice Chair Osborn. The following resolution passed unopposed:

RES. NO. WHEREAS, it is in the public's interest for the Department to publish and
ITB25-64 accomplish a current, realistic, and fiscally constrained Idaho Transportation
Investment Program (ITIP); and

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

WHEREAS, the Infrastructure Investments and Jobs Act (IIJA) transportation act requires that a fiscally constrained list of projects covering a 4-year minimum be provided in a statewide transportation improvement program; and

WHEREAS, Highways, Public Transit, and Aeronautics have recommended new projects and updated the costs and schedules for projects in the Recommended FY 2026 - 2032 ITIP; and

WHEREAS, the Recommended FY 2026 – 2032 ITIP was developed in accordance with all applicable federal, state, and policy requirements including adequate opportunity for public involvement and comment; and

WHEREAS, the Recommended FY 2026 - 2032 ITIP incorporated public involvement and comment whenever appropriate while maintaining a fiscally constrained Program; and

WHEREAS, it is understood that continued development and construction of improvements are entirely dependent upon the availability of future federal and state capital investment funding in comparison to the scope and costs of needed improvements.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Recommended FY 2026 - 2032 Idaho Transportation Investment Program (ITIP).

BE IT FURTHER RESOLVED, that staff is authorized to submit the federal version of the ITIP (the Statewide Transportation Improvement Program; or STIP) for federal approval in accordance with the provisions of IIJA.

Fleet Replacement and Inflation Update. In follow up to last month's FY27 budget request on replacement equipment, Financial Manager Kirk Weiskircher stated this presentation is to show how inflation has impacted that request over the last five years. Costs have increased from \$22.7 million in FY23 to \$45.9 million for FY27. In FY27, 90% of the items are for off road vehicles in comparison to 75% in FY23. The quantity of items requested has only

changed slightly. The major impact has been inflation. With the formal budget request, ITD provides supporting documentation such as past procurement invoices to justify cost increases.

State Fleet Manager Kelley Dick compared specific cost increases over a five-year period for 10-wheel sander/dump trucks with a plow wing and ½ ton pickup trucks, and through the Buyback program - 3-cubic yard (CY) loaders, 4-CY loaders, and motor graders with plows. As an example, a sander/dump truck in FY23 was \$190,500 and in FY27, costs rose to \$393,900.

In response to Chairman Moad's comments on purchasing equipment capable of payloads up to 20-CY versus retrofitting equipment, FM Dick stated ITD is buying two trucks with tri-axes that have a 20 CY capacity and are looking at all options on how they can increase capacity.

Member Watkins inquired about the viability of the Buy Back Program and if it is still a good program. FM Dick stated recent contract changes such as going from three- and four-year terms to 18 months is helping to restore the profitability of the program. Currently, there are 119 pieces of equipment in the program leveraging \$20 million.

Inflation and Construction Cost Trends Update. Highways Programs Project Manager Angie Heuring prefaced as part of the cost trends items for the projects planned ahead list, are subject to potential revenue funding decisions over the next few months and project schedules can change. PM Heuring reviewed key efforts taken to address inflation impacts such as outreach and teamwork with contractors by holding pre-advertise bid contractor events, monitoring various price indices, and tracking bid unit prices. Overall, there has been some leveling on unit prices and bids in 2024 and 2025 as ITD has tracked fuel, asphalt, rebar and concrete prices.

Chief Deputy Dan McElhinney reviewed the state infrastructure projects bid summary for FY 2020-2025. In total, 358 projects were bid, with an average of three bids per project received, totaling \$3.2 billion. In comparison to bids and the engineer's estimate – these overall averaged 8% under the engineer's estimate. With a construction program as large as this, Industry found capacity and ITD is getting competitive bids. CD McElhinney reviewed some regional and Idaho unit price indicators such as fuel, asphalt pavement, and concrete and highlighted ongoing construction partnering successes with the contracting industry. This fall, ITD will hold its annual AGC executives meetings with prime contractors that includes a 90-day bidding project look ahead and 18-month projections to support contractor business planning.

In response to Chairman Moad's inquiry if the state has any active gravel pits, Director Stokes confirmed ITD does; however, they are not used frequently. In part, that is due to ensure competitive bid pricing.

ITD State Street Headquarters (HQ) Building Design Plan. Chief Administrative Officer Dave Tolman presented the hazardous materials assessment report, architectural design

options, and next steps for the HQ building. Highlights included Atlas Technical Consultants completed the testing for asbestos, mold, PCB's, lead and universal hazardous waste. The mold detected was due to only the flooding that occurred. Some of the areas sampled included tiling, under the carpet, caulking, fireproofing and light ballasts. CAO Tolman reviewed the proposed design concepts done by CSHQA Architects for each of the three floors. He noted some design work is still being modified to address restroom fixtures. ITD will work with the Division of Public Works to finalize design with CSHQA and contract for removal of hazardous materials. Last year's estimates (Dec. 2024) for the removal was \$8.2 million. ITD will not know the cost estimates until it is bid, which should be about January 2026.

In response to Member Watkins' question regarding if the building is right sized for the next 20 years, CAO Tolman stated the design is based on current needs because there is not a lot of extra space. In the future, they can potentially add to the east of the building. He has asked the facilities manager to assess the warehouse and annex buildings for updates. Currently, there are no plans to expand; however, they are looking at adding additional space for the breakroom space on the main floor that serves about 400 employees. Member Watkins commented ITD should be thinking about the future and have a plan for expansion as well.

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

RES. NO. WHEREAS, the ITD Campus on State Street located at 3311 W State Street, Boise, ITB25-65 Idaho consists of over 44 acres of property, one large building, and other improvements (collectively the "State Street Campus") and was previously the site of ITD's administrative headquarters; and

WHEREAS, the January 2, 2022 flood event displaced all employees working in the largest building on that campus; and

WHEREAS, the Idaho Legislature appropriated \$32.5 million during the legislative session in 2024 and an additional \$9.6 million during legislative session 2025 to rehabilitate the administrative facility on the State Street Campus; and

WHEREAS, a Property Condition Assessment Report for the ITD Headquarters was completed by industry professionals on December 18, 2024 that provided initial scope recommendations as presented at the January 2025 Board meeting.

WHEREAS, the Idaho Transportation Board directed staff to work with the Division of Public Works to engage a qualified design professional for design estimates and for professional hazardous materials testing.

NOW, THEREFORE BE IT RESOLVED, that the Idaho Transportation Board directs staff to work with the Division of Public Works to award a contract for the

hazardous materials abatement. Current estimated cost for this work based on the property condition report completed December 2024 was \$8.2 million.

BE IT FURTHER RESOLVED, that the Idaho Transportation Board directs staff to proceed with the design of the Headquarters Building remodel and directs staff to include the following features:

- Fire suppression sprinkler and alarm system
- Replacement of the existing elevators
- Rehabilitation and/or replacement of the building envelope to include windows, doors, etc.
- Replacement of all electrical, plumbing, HVAC, and other major components
- Any structural modifications or reinforcements needed
- Landscaping, drainage, parking lot rehabilitation including increased exterior lighting for employee safety

BE IT FURTHER RESOLVED, that the Idaho Transportation Board directs staff to report back to the Board with cost estimates as soon as possible.

Public Transportation Advisory Council Reappointment (PTAC) District 6. Sr.

Transportation Planner Shauna Miller reviewed the reappointment for the District 6, PTAC appointment. The current incumbent's term ended June 30th and had decided to step down; however, she changed her mind, and that was the one application received by the PT Office. The PTAC supports the reappointment of Michelle Ziel-Dingman. Her term renewal would be effective July 1, 2025 through June 30, 2028.

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

RES. NO. WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory
ITB25-66 Council (PTAC); and

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

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

WHEREAS, applications were solicited from interested parties to fill the position in District 6 with one submitted application by the current incumbent; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from August 1, 2025 to August 30, 2025; and

WHEREAS, the submitted application was reviewed by the PTAC at their September 5, 2025, meeting where the council determined the applicant remains qualified for the District 6 position.

NOW THEREFORE BE IT RESOLVED, that the Transportation Board reappoints Michelle Ziel-Dingman for the District 6 Public Transportation Advisory Council position for the term of July 1, 2025 through June 30, 2028.

FY25 Workforce Development Program Update and FY26 Plan. Civil Rights Program Manager Asali Crisp recapped the external outreach training for FY25 totaling \$428,732. Some highlights included 24 students, through the Pocatello Women's Correction Facility, completed the Idaho Career Opportunities Next in Construction (ICONIC) program. Through the Boise program, 14 out of the 20 students were employed within 60 days of graduation (70%). ITD partners with contractors and business owners to other agencies such as the Department of Labor, Department of Corrections, and LHTAC. ITD also holds two one-week transportation institute STEM programs in collaboration with industry partners for middle schoolers.

Workforce Development Manager Mike Stowell provided an overview of the internal training accomplishments for FY25 and presented the FY26 Workforce Development Program Plan. Some highlights included ITD spent \$253,119 on ITD employee development providing 9,858 technical trainings totaling 41,257 hours (8,200 were equipment training hours). The total FY26 Program request is \$700,000 - \$400,000 for external and \$300,000 for internal workforce training programs. Trainings will be continuation of the ICONIC, STEM and specialty trainings.

In response to Member DeLorenzo's inquiry on the number of external program graduates who are employed at ITD, PM Crisp stated the data is not available, but they intend to change the tracking method in the future.

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

RES. NO. WHEREAS, Department staff presented the details of the FY26 Workforce
ITB25-67 Development Plan to the Idaho Transportation Board at its September 18, 2025,
meeting.

WHEREAS, the FY26 Workforce Development Program funding has been identified in ITD's Idaho Transportation Investment Program.

NOW THEREFORE BE IT RESOLVED, that the Board approves the recommended FY26 Workforce Development Plan totaling \$700,000 in Federal Program Funds - \$300,000 to internal and \$400,000 to external workforce development.

BE IT FURTHER RESOLVED, that staff is authorized to submit for federal funding.

Highway Safety Update, District 2. Highway Safety Manager Josephine Middleton reported on year-to-date safety data, local safety campaigns, and a community safety partnership award. Some highlights included in 2025, there have been 181 fatalities, the 100 Deadliest Days of Summer had 88 fatalities, and the current seatbelt usage rate is 87%. Fatalities in 2024 were 238 – down 37 from 2023. Among other rural states, Idaho ranks 35th in the nation for traffic crash fatalities in 2023. Some local summer campaigns included the Moscow Safety Fair, Alliance for Highway Safety's booth at the Riggins Rodeo, and upcoming Child Passenger Safety Week. In partnership with Idaho Fish and Game, a video public service announcement was created for teen driver week focusing on hunting and driver safety. HSM Middleton recognized Latah County Sheriff Corporal Darren Duke for a traffic stop of Kohlberger during an impaired driving mobilization campaign in August 2022 that provided key information to law enforcement.

Consultant Services Extension of US-12, Saddle Camp to Warm Springs Project. Resident Engineer Jesse Webb reported on the request for extended consultant services for the US-12, Saddle Camp to Warm Springs project that was completed in fall 2023. Between design and construction there were over 30 projects totaling \$1.2 million for this overall agreement. Staff thought they had the required amount, but due to an oversight, there is an outstanding invoice for field materials sampling and testing of \$46,749.23. Going forward, when using consultants' services staff recognizes the need to have a standalone contract.

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

RES. NO. WHEREAS, the Idaho Transportation Board is authorized to expend funds
ITB25-68 appropriated for construction, maintenance and improvement of state
highways; and

WHEREAS, the Board is charged with considering the safety and convenience of the highway users; and

WHEREAS, it is the intent of the Board to effectively utilize all available federal, state, and local funding.

NOW THEREFORE BE IT RESOLVED, that Board approves the consultant services extension for US-12 Saddle Camp to Warm Springs project, under the District 2 Laboratory Staff Augmentation 2022 Agreement No. 96200, to further exceed the \$1 million threshold and pay the outstanding consultant invoice.

BE IT FURTHER RESOLVED, that the Board authorizes staff to further exceed the \$1 million threshold from \$1,246,299 to \$1,293,048.23.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for agreement authorization for design services. The projects, as shown in the resolution, are Old Hwy. 30, W Plymouth St. Bridge by Forsgren Associates; W Bridge St. Bridge by JUB Engineers; SH-55, Pear Ln. to Farmway by Horrocks; Moon Pass Rd. tunnels and bridges by GeoEngineers; and S. Teton River Bridge by Forsgren Associates. SDE Crider reviewed the project's background and justification and outlined the requested authorization.

Member DeLorenzo 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
ITB25-69 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
134941 / Design	Old Hwy 30, W Plymouth St Br, Canyon County	LHTAC 3	\$3,017,468	\$3,017,468	\$211,757	\$3,229,225
221041 / Design	W Bridge St Bridge, Blackfoot	LHTAC 5	\$874,030	-	\$787,593	\$1,661,623
233351 / Design	SH-55, Pear Lane to Farmway, Caldwell	3	\$7,510,949	\$7,510,949	\$36,196	\$7,547,145
242991 / Design	Moon Pass Rd Tunnels and Bridges, Shoshone County	LHTAC 1	\$482,388	-	\$690,873	\$1,173,261

243411 / Design	South Teton River Bridge, Fremont County	LHTAC 6	\$622,331	-	\$630,000	\$1,252,331
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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 11:28 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Hoff seconded the motion and it passed unanimously by roll call vote.

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

The Board ended executive session at 12:29 PM.

Administrative Settlements Over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN23337, Project No. A023(337), US-20/26, Middleton Road to Star Road, Ada/Canyon Counties, Parcel 58.

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
ITB25-70 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 58.

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), KN 23337, Parcel 58.

Administrative Settlements Over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN23337, Project No. A023(337), US-20/26, Middleton Road to Star Road, Ada/Canyon Counties, Parcel 98.

Member Hoff 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
ITB25-71 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 98.

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), KN 23337, Parcel 98.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 12:35 PM.

Read and Approved
October 15, 2025
Boise, Idaho

Signed
WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Lorraine Dennis
Business Executive to the Board