

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
February 19, 2026

The Idaho Transportation Board met at 8:30 AM on Thursday, February 19, 2026, in Boise, Idaho. The following principals were present:

Paul Franz, Member – District 1
Gary Osborn, Vice Chair (Presiding Chair) - District 2
Julie DeLorenzo, Member – District 3
Mitch Watkins, Member – District 4
John Bulger, Member – District 5
Scott Stokes, Director
Dave Kuisti, Chief Deputy
Tim Thomas, Lead Deputy Attorney General
Lorraine Dennis, Business Executive to the Board

Chairman Moad was not present. District 6 board member position is vacant.

Safety Share. Aeronautics Pilot Steve Duncan shared the importance of using vehicle equipment safety checklists. Lists help manage human factors, consistency and compliance.

Board Minutes. Member Watkins made a motion to approve the minutes of January 21, 2026, seconded by Member Franz, and the motion passed unanimously.

Board Meeting Dates. The next board meeting is March 18, 2026, in Boise.

Consent Items. No items.

Informational Items.

1) Contract awards and advertisements. There were eight ITD and three Local contracts awarded that did not require Board approval for the month of January 2026.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreements work tasks report. From December 29, 2025, to January 25, 2026, 24 new professional services agreements and work tasks were processed, totaling \$9,973,283. Seven supplemental agreements to existing professional services agreements were processed during this period for \$1,941,378.

3) Monthly report of federal formula program funding through January 5. Idaho received obligation authority through January 30, 2026, via a continuing resolution passed on November 12, 2025. Current OA is \$126.3 million. Idaho received apportionments of \$418.1 million.

Allotted program funding through January 30 is \$183.3 million with \$140.9 million remaining as of February 4

Director's Monthly Report. Director Stokes reported on various department activities and provided a recap of his recent legislative presentations to the house and senate transportation committees. Some highlights included the department's Top Shot photo winner for 2025 was taken by Bill Foust from District 2. National Innovation Day was February 16, 2026. DMV was one of four videos featured by the Office of Information Technology Services on agencies who are leading in artificial intelligence (AI) technology. The video showcases how DMV is using AI to supplement staff's work. Some highlights from Director Stokes' legislative presentation included introducing ITD's new Chief Deputy Dave Kuisti, showcasing complex projects completed such as US-95 Thorn Creek to Moscow and revenue sources and how those funding changes impact ITD in the next few years. Future preparation entails ITD to continue to invest with purpose while involving community partnership. The legislature was reminded of how ITD makes its decisions by operating and preserving the state system first then expanding as funding is available. His remarks concluded by highlighting the nature of ITD's complex and challenging projects and how they value the experience and support their employees.

Chief External Affairs Officer Mollie McCarty reported on the US-95 Corridor Safety Workshop that took place on January 30 at Bonners Ferry High School. The workshop included various partners to address a wide range of subjects. About 125 people attended along with elected officials. Previously, in November 2025, CEO McCarty and CD Kuisti met with Senator Woodward and his constituents to discuss safety concerns along US-95. Senator Woodward joined staff the day of the workshop and on their drive to Bonners Ferry stopping along the way to discuss concerns. Some key takeaways included confirmation of concerns previously voiced by constituents, and more importantly, the opportunity to listen and build trust. CEO McCarty shared feedback from some attendees who expressed their appreciation.

In response to Member Wakins' question regarding legislative pressure to reduce ITD's position headcount this session, Director Stokes stated because ITD funding is a dedicated account that reducing personnel costs would not help the state budget shortfall. The 53 positions ITD received authorization for are about serving communities, so ITD recognizes they need to be good stewards.

Legislative Update. Government Affairs Manager Colby Cameron provided a legislative update. Some highlights included last Friday was the print deadline for proposed legislation. The Joint Finance Appropriation Committee set agencies' maintenance budgets. ITD's enhancement budget is scheduled for March 10. ITD's rules have been approved at the committee level. And they are moving forward with their three legislative proposals; however, the DMV administrative license suspensions item is being returned to committee. Some highlights on other legislation included increasing the limits for State Tax Anticipated Revenue (STAR) up to \$100 million, creating a new license plate (to go with about 5 new plates that were created in the 2025 legislative session) with white background with black lettering for Idaho

State Police financial assistance, bringing back suspensions for nonpayment of traffic infractions, removing 10 year license plate requirement, removing vehicle registration sticker requirement, allowance of electronic vehicle registration, and late vehicle registration \$75 fee if more than 30 days late.

In response to Member Watkins' question about the proposed discontinuance of vehicle registration stickers and how law enforcement (LE) would know if someone paid, GAM Cameron stated LE runs license plates prior to them approaching a vehicle, but he is uncertain of how it would be implemented. There is a \$75 late fee. From an ITD perspective, sticker paper is not always available. Plus, the stickers do not have the effectiveness they used to.

Member Bulger commented that LE calls in plates routinely and they do not necessarily rely on registration tags.

Quarterly State Fiscal Year 2026 Financial Statements. Financial Controller Robbie Swajkoski reported on the second quarter FY26 financials (October - December). 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 revenue to the SHF are coming in strong with 29% increase in misc./buyback and 3.5% in transfers-ins. The HDA is up by \$5.5M and seeing strong growth with increases in special fuel tax of 8% and truck registration by 16%. Expenditures in the SHF for personnel, there is \$3M in savings with a 1% vacancy rate. Operating costs are down about \$3M due to the lighter winter, which will get repurposed to the roads. Contract construction is also lower due to timing of expenditures. The AERO fund, for aviation and jet fuel tax (5%) and state sources (4%) are up in comparison to the recently revised (\$875K) forecast. AERO expenditures operating costs are about \$500K below but no real concern and same for capital costs, of which funding needs to align with those bigger projects. TECM revenue (\$72.5M) should be reaching \$100M shortly (increased threshold due to HB25). TECM expenditures pay-as-you-go are at \$30.7M and debt service at \$28.7M. ITD received the SIPF transfer of \$165M late November 2025. The \$45M of SIPF that is required to be returned – plus an anticipated \$15M in earned interest was not shown in the funding scenario yet, but is effective this fiscal year. The total program balance is \$459M. FY26 Year-to-date (YTD) expenditures for GARVEE are \$1K and TECM \$221.7M. YTD expenses for the CARES Act funding for public transit are \$400K.

Local Rural Highway Investment Program (LRHIP) Annual Report. Consultant Services Engineer Mohsen Amirmojahedi introduced Local Highway Technical Assistance Council (LHTAC) Construction Engineer Megan Kautz.

LHTAC CE Kautz provided an overview of the LRHIP program background, scoring criteria, application process, fund eligibility, FY25 project highlights and a look ahead for FY26. Some highlights included in FY25, LHTAC exchanged \$5 million of federal funds for \$4 million in state through the Surface Transportation Block Grant Rural Exchange Program. Eligible use of funds

are up to \$100,000 for construction funds, up to \$30,000 for signs, up to \$50,000 for new transportation plans and up to \$30,000 for updated plans, and up to \$100,000 for emergency projects (\$400,000 is reserved annually with the application period open year-around). In FY25, LHTAC funded 57 grant projects totaling \$4.1 million and six emergency projects. For FY26, they received 89 applications and funded 54 projects.

In response to Member DeLorenzo's inquiry about the Exchange Program rate and if those amounts (\$0.80 state/\$1.00 federal) are looked at, LHTAC CE Kautz stated the amounts are designated in ITD policy, and LHTAC funding comes out of their federal aid program.

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 SH-53, Pleasant View Interchange by HMM, LLC; Old Hwy 95, UPRR bridge replacement by David Evans and Associates (DEA); I-84, Five Mile Rd. Overpass by HDR engineering; SH-3, Fossil Bowl to Emerald Creek by HMM; E. Parkway, Barney Dairy Rd. to 7th N. by Forsgren; US-2, Priest River Bridge by HDR; SH-16, I-84 System IC and Franklin Rd. IC by HMM; and I-84, Gowen Rd. to Mountain Home Exit 90 by DEA. Crider reviewed the project's background and justification and outlined the requested authorization.

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

RES. NO. ITB26-07 WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to authorize professional services agreements greater than \$1,000,000 and each subsequent cost increase, work task agreements greater than \$500,000, cumulative work task agreements on a project greater than \$1,500,000, and consultant two-year work task agreements total greater than \$1,500,000; and

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
10005 ¹ / CE&I	SH-53, Pleasant View IC, Kootenai County	1	\$1,650,956	\$1,650,956	\$1,643,878	\$3,294,834
22892 ¹ / Design	Old Hwy 95; UPRR Bridge Replacement, Lakes Highway District	LHTAC 1	\$1,329,538	\$1,329,538	\$79,000	\$1,408,538
23095 ¹ / Design	I-84, Five Mile Rd Overpass and Widening, Boise	ACHD	\$2,520,037	\$2,520,037	\$99,451	\$2,619,488
23239 ¹ / CE&I	SH-3, Fossil Bowl to Emerald Creek, Shoshone County	1	-	-	\$1,354,000	\$1,354,000
23330 ¹ / Design	E Parkway, Barney Dairy Road to 7th N, Rexburg	LHTAC 6	\$722,179	-	\$550,000	\$1,272,179
23616 ¹ / Design	US-2, Priest River Bridge, Bonner County	1	\$2,316,809	\$2,318,000	\$80,995	\$2,397,804
23956 ¹ / CE&I	SH-16, I-84 System IC and Franklin RD IC, Nampa	3	\$1,854,824	\$1,854,824	\$1,902,000	\$3,756,824
24821 ¹ / Design	I-84, Gowen Rd to Mountain Home Exit 90, Ada & Elmore Counties	3	-	-	\$1,954,339	\$1,954,339

- 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

Board Unallocated Fund Request for Traffic Control Upgrades, District 4. District 4 Engineer Jesse Barrus presented the request for Board Unallocated funding for three types of traffic control upgrades totaling \$990,000. Funds include placement of signal advanced warning

signs on SH-75 and Hospital Drive, US-93 and Grandview, and US-26 and SH-46, Gooding. Digital message sign (DMS) boards cost about \$300,000 for just one board and the district has several that need to be replaced. Plans are to replace one DMS on I-84, Skeleton Butte. The last traffic control upgrade is for signal upgrades such as cabinets, controllers and communications on SH-75, Bullion signal and Airport Drive signal. Those upgrades are in partnership with the City of Hailey.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB26-08 mobility, and economic opportunity.

WHEREAS, it is in the public interest for ITD to improve traffic signal operations at various locations throughout District 4; and

WHEREAS; ITD is prepared to advertise and construct the FY26 Traffic Control Upgrades project.

NOW THEREFORE BE IT RESOLVED, that the Board approves the FY26 Traffic Control Upgrades project using FY26 Board Unallocated Funds at an estimated cost of \$990,000.

BE IT FUTHER RESOLVED, that the Board approves staff to adjust the program and amend the approved FY26-32 Idaho Transportation Investment Program accordingly.

Interstate 15, Riverton Road Bridge. District 5 Engineer Todd Hubbard presented the I-15, Riverton Road Bridge replacement funding request. In follow up to November 2025 Board report, DE-5 Hubbard reported a commercial vehicle hit the bridge on October 30, 2025, and staff have worked through repair and replacement options. I-15 is a Transportation Expansion and Congestion Mitigation (TECM) corridor, and this segment is identified for future expansion to three lanes, which would include replacing the bridge. After analysis and taking into account insurance and repair costs of approximately \$1.8 million, staff is recommending a full bridge replacement using \$10 million of TECM bid savings.

In response to Member Franz' question regarding TECM bonding timing and how far out the project would be, DE-5 Hubbard stated although it is a TECM project, it depends on when the next bond sale occurs whether ITD moves forward or not with the corridor project. Director Stokes added the next bond sale could happen as early as July, but based on conditions, they do not know. It can potentially be within two years.

In response to Member Watkins' inquiry regarding when the project would begin and anticipated interruption on I-15, DE-5 Hubbard replied that the design is nearly done so the

project could be bid as early as March with construction by this spring. This advances and facilitates the bridge replacement portion of the corridor project. They will move forward with the replacement and address the third lane at a future date.

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

RES. NO. *WHEREAS*, the Idaho Transportation Board supports the Idaho Transportation
ITB26-09 Department (ITD) mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to restore the Riverton Road Bridge over Interstate 15 in Blackfoot due to a bridge strike on October 30, 2025; and

WHEREAS, multiple repair options have been evaluated, including full replacement, and the benefit-cost analyses for repair and replacement were found to be comparable, and to facilitate timely restoration and best use of funds; and

WHEREAS, ITD is currently advancing a design effort to add an additional lane to this section of Interstate 15, and future expansion of I-15 would require replacement of the Riverton Road Bridge; and

WHEREAS, the damage to the structure was significant enough that ITD accelerate the bridge replacement component of the project; and

WHEREAS, ITD is prepared to incorporate this project into the approved Fiscal Years 2026–2032 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that the Board approves full replacement of the Riverton Road Bridge.

BE IT FURTHER RESOLVED, that the Board approves the addition of the I-15 Riverton Road Bridge project with an estimated cost of \$10,000,000, to Fiscal Year 2026 of the approved FY 2026–2032 ITIP, to be funded with statewide balancing.

Board Unallocated Fund Request for I-15 Digital Message Sign (DMS) Boards, District 5.

District 5 Engineer Todd Hubbard presented the Board Unallocated fund request for two DMS boards on I-15 – one near Malad and the other McCammon. The \$1 million request includes design and construction. In December 2025, windstorm gusts of 80 MPH blew over 14 commercial vehicles. Currently, there is no signage southbound coming out of Pocatello or northbound. The DMS boards will alert motorists to dangerous situations ahead and includes traffic going to US-30.

Member Bulger 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
ITB26-10 Department (ITD) mission of safety, mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to install two new Dynamic Message Sign (DMS) boards on Interstate 15 in the vicinity of the Cherry Creek Rest Area and McCammon; and

WHEREAS, installation of these DMS boards will allow ITD to share timely information with travelers on I-15 and improve roadway safety; and

WHEREAS, these locations will also allow ITD to share traveler information for other corridors, including US-30, which carries significant commercial traffic, thereby increasing the availability of critical travel information; and

WHEREAS, ITD is prepared to incorporate this project into the approved Fiscal Years 2026–2032 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that the Board approves the addition of the Fiscal Year 26, I-15 DMS boards project to the approved FY26-FY32 ITIP using \$1,000,000 in FY26 Board Unallocated Funds.

SH-55 Sales Tax Anticipation Revenue (STAR) Agreement. District Engineer Jason Brinkman introduced representatives John Shaw and Deb Nelson from Costco who are co-presenting. He reported on the SH-55 STAR Agreement providing background on current STAR provisions and proposed legislative changes, previous STAR agreement site areas, and proposed site development work. Some highlights included STAR allows developers to receive up to 60% sales tax rebated for new commercial development roadway improvements. Developers do the traffic analysis to determine new traffic and impacts. Currently, the STAR program has a \$35 million project cap with a \$6 million minimum. Proposed legislation aims to raise the cap up to \$100 million. ITD has partnered with Costco on two other locations – US-20/26 at Tenmile and SH-69 at Lake Hazel. The proposed site is in Eagle, SH-55 and Hill Road – northeast corner former gravel pit. The project applies to both the state highway system and local highway network.

Costco Development Director John Shaw reviewed the key project details. The facility will be a 166,000 sq. ft. warehouse on 27 acres. It will offer the retail warehouse, fuel stations and retail pad sites with 198 parking spaces. The development includes three access points – one on SH-55 and two on Hill Road, of which one will be a roundabout near the fueling station. The Hill Rd. and Horseshoe Bend Rd. intersection will be constructed as a roundabout. The traffic analysis projects approximately 7,000 new daily trips.

Costco's attorney Deb Nelson reported on Phase 1 (Local) and Phase 2 (State) improvements. Some Phase 1 local improvements are roundabout construction and corridor widening on Hill Rd. and Horseshoe Bend Rd., and state improvements such as SH-55 widening Hill Rd. north and signal modification and retiming. Phase 2 includes additional state improvements such as widening SH-55 from SH-44 to Hill Rd. and intersection improvements.

In response to Member Franz' question regarding the bidding process, Costco's attorney Deb Nelson stated it will be publicly bid with Costco leading the project. DE-3 Brinkman stated ITD will review all the bidding documents.

In response to Member DeLorenzo's question regarding STAR legislation raising the cap to \$100 million and if this agreement can be amended, DE-3 Brinkman replied the agreement is structured in phases accordingly to fit the current cap and there is a process to raise it, if desired.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB26-11 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 55 and State Highway 44; and

WHEREAS, a traffic impact study has been completed identifying various improvements and expansion for State Highway 55 and State Highway 44; and

WHEREAS, having a project in the Idaho Transportation Investment Program (ITIP) provides maximum flexibility to work with other agencies, private partners, and the local communities in the area; 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 55 and State Highway 44; and

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

WHEREAS, Costco 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 approves adding the SH-55, State Street to Hill Road North and SH-44 Jennie Lane to Eagle Road project to FY26 of the approved FY26-FY32 ITIP.

BE IT FUTHER RESOLVED, that the Board authorizes staff, on behalf of ITD, to negotiate and enter into a STAR agreement with Costco.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 10:40 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Bulger seconded the motion and it passed unanimously by roll call vote.

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

The Board ended executive session at 11:47 AM. Member Bulger rejoined the meeting. He stepped out while in executive session.

Administrative Settlements Over \$200,000. Right of Way Manager Justin Pond presented an administrative settlement for KN25077, Project No. A025(077) SH-16, SH-44 to Beacon Light, Ada County, Parcel 4.

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
ITB26-12 SH-16, SH-44 to Beacon Light, Ada County, for Project No. A025(077); 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 4.

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-16, SH-44 to Beacon Light, Ada County, Parcel 4, for Project No. A025(077).

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 11:54 AM.

Read and Approved
March 18, 2026
Boise, Idaho

Signed
GARY OSBORN, PRESIDING CHAIRMAN
Idaho Transportation Board

Lorraine Dennis
Business Executive
Idaho Transportation Board