

REGULAR MEETING  
IDAHO TRANSPORTATION BOARD  
January 21, 2026

The Idaho Transportation Board met at 8:30 AM on Wednesday, January 21, 2026, in Boise, Idaho. The following principals were present:

William Moad, Chairman  
Paul Franz, Member – District 1  
Gary Osborn, Vice Chair - District 2  
Julie DeLorenzo, Member – District 3  
John Bulger, Member – District 5  
Bob Hoff, Member – District 6  
Scott Stokes, Director  
Dave Kuisti, Chief Deputy  
Tim Thomas, Lead Deputy Attorney General  
Lorraine Dennis, Business Executive to the Board

District 4 Member Mitch Watkins participated remotely.

Safety Share. Bridge Asset Management Engineer Alan Buehrig stated the importance of safety for under bridge inspections and shared steps taken to ensure proper employee safety.

Chairman Moad announced this is Member Hoff's last board meeting as he completes his term. Between 15 years on the Aeronautics Advisory Board and nearly seven years on the Transportation Board, Member Hoff served 22 years. Member Hoff expressed his appreciation and gratitude and the benefit the organization provides to the taxpayers of Idaho.

Elect Board Vice Chair. Member DeLorenzo made a motion to elect District 2 Board Member Gary Osborn as vice chair. Member Bulger seconded the motion and it passed unanimously.

Board 2026 Subcommittee Assignments. Chairman Moad stated the Board's 2026 subcommittee assignments are set. There were no questions or changes initiated from the board members.

Board Minutes. Member Hoff made a motion to approve the minutes of December 10, 2025, seconded by Vice Chair Osborn, and the motion passed unanimously.

Board Meeting Dates. The Board scheduled the remaining 2026 meeting dates for October 14, November 19, and December 16.

Consent Items. No items.

### Informational Items.

1) Contract awards and advertisements. There were four ITD and one Local contract awarded that did not require Board approval for the month of December 2025.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreements work tasks report. From November 17, 2025, through December 28, 2025, 29 new professional services agreements and work tasks were processed, totaling \$16,946,218. Nine supplemental agreements to existing professional services agreements were processed during this period for \$10,255,155.

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 \$416.2 million. Allotted program funding through January 5<sup>th</sup> is \$183.1 million with \$159.2 million remaining.

4) Administrative settlements in right of way acquisitions. During the semi-annual period of July 1, 2025, through December 30, 2025, ITD's Right of Way Section processed 75 parcels. Of the 75 parcels, 46 parcels had an administrative settlement. The total value of all parcels processed is \$12.4 million. There were five parcels totaling \$1.1 million from previous administrative settlements.

5) Annual state-owned dwellings report. The department owns three stick framed houses, 35 manufactured homes, five bunkhouses, and one manufactured home and five bunkhouses at Johnson Creek air strip and one home at Cavanaugh Bay air strip that are used seasonally. In addition to the houses, 14 locations have employee-owned manufactured housing on ITD provided trailer pads. The department has locations where employees reside in a state-owned dwelling as a condition of their employment. The department also owns seven trailer pads and four houses at rest area locations around the state.

6) FY26 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of November 30<sup>th</sup> are slightly below forecast with revenues in the Highway Distribution Account above forecast by 3.2% (Misc. revenues are ahead by 31.4%). State revenues to the State Aeronautics Fund were below forecast by 24.9%. As a result, the forecast was revised by \$875K. The fund is now slightly ahead. The Department's expenditures remain within planned budgets. Personnel costs savings of \$2.2M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$271.6M, and total construction expenditures from the five different funds sources total \$523.5M.

The balance of long-term investments is \$193.5M. These funds are committed to construction projects and encumbrances. The cash balance is \$121.7M. Expenditures in the Strategic Initiatives Program Fund is \$39.5M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$60.4M. FY26 expenditures for the Federal CARES Act fund

for is \$400K. Expenditures for the TECM bond program during this period are \$190.5M and \$1K for GARVEE.

Adjustments to the State Highway System Subcommittee Report. Member DeLorenzo, Adjustments Subcommittee Chair, reported the subcommittee met on December 10, 2025, to consider three reclassification requests. The Community Planning Association of Southwest Idaho (COMPASS) has a large request that is tied to the census, City of McCall has a few routes, and the Grangeville Highway District for its truck route. The subcommittee recommended approval of all the reclassifications.

Director's Monthly Report. Director Stokes provided a recap of ITD's history, reported on District 1 Engineer (DE-1) Damon Allen's retirement, American Association of State Highway Transportation Officials (AASHTO) awards, and external outreach. Some highlights included ITD was formed in 1950 as the Department of Highways, renamed to ITD in 1974, and grew to a seven-member Board in 1995. After 25 years of service, DE-1 Allen retired. He served as DE since 2007. DE-6 Jason Minzghor, DE-3 Jason Brinkman, and Traffic Operations Engineer Kevin Sablan received AASHTO's Honors for 25-years of Meritorious Service. District 6 partnered with Wyoming Department of Transportation to remove about 16,000 yards of snow and material along the Teton Pass. WYDOT triggered the avalanche on December 22, 2025. The 125-mile detour was mostly in Idaho. CD Kuisti gave special thanks to the area foreman for their leadership and commitment to helping Idaho and WY and shared a letter of thanks from WYDOT. CD Kuisti also acknowledged the AASHTO awards recipients.

Director Stokes provided an update on legislative activity, the Ideal Workplace Action Plan, and recognized Member Bob Hoff. Some highlights included staff is actively engaged with policymakers as the legislative session began and keeping employees informed. ITD is making a special effort to keep its leaders informed by holding more All Leaders online updates. The most recent call focused on sharing key legislative messages such as the value of experienced employees and the Governor's budget recommendations that do not include funding for change in employee compensation this year. And with the anticipated increase in health insurance costs, ITD wants to be proactive in its messaging. They are committed to looking for ways to invest in employees through professional development and training opportunities. Director Stokes reviewed ITD's Ideal Workplace Action Plan highlighting new initiatives such as Wisdom Wednesday that is a series of skill-builder and spotlight sessions. He concluded his remarks by recognizing Member Hoff's accomplishments and service to ITD.

Legislative Update. Government Affairs Manager Colby Cameron highlighted ITD's legislative outreach that took place in December 2025 at each district emphasizing the coordination with the locals and addressing their needs. GAM Cameron provided a legislative update. Some highlights included, on a state level, corporate income tax revenue is coming in well and overall, the state's revenue received was \$150 million more than anticipated. ITD has four pieces of executive legislation, which are in the introductory committee stage, and two administrative rules. Representative Monks is interested in updating the State Tax Anticipation

Revenue (STAR) legislation to raise amounts from \$6 million to \$35 million up to \$10 million to \$100 million to address inflation costs. And there is interest from the House Transportation Committee in introducing a new bill on how checks are done at the ports of entry.

In response to Member DeLorenzo’s question on what the smallest STARs state project has been, Chief Administrative Officer Dave Tolman stated Linder Village/Chinden Blvd. that was under \$20 million (not counting impacts to the local system). ITD acquired the right-of-way and the Ada County Highway District participated.

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-20, Chester to Ashton Phase 1 by David Evans and Associates (DEA) and NV5; SH-55, Fleming Creek Bridge by HMM LLC; SH-16, Ustick Rd to US-20/26 by HMM LLC; SH-16, Franklin Rd. to Ustick Rd by HMM LLC; I-84, A Canal Bridges by HDR Engineering; and SH-44, I-84 to Star Rd. corridor study by DEA. SDE Crider reviewed the project’s background and justification and outlined the requested authorization.

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

RES. NO. ITB26-01 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
20053 <sup>1</sup> / Design (DEA)	US-20, Chester to Ashton Ph 1, Fremont County	6	\$2,272,019	\$2,956,206	\$734,697	\$3,006,716
20053 <sup>1</sup> /	US-20, Chester	6	\$4,846,472	\$4,846,472	\$66,000	\$4,912,472

Design (NV5)	to Ashton Ph 1, Fremont County					
20384 <sup>2</sup> / CE&I	SH-55, Fleming Creek Bridge, Boise County	3	\$499,891	-	\$279,478	\$779,369
23408 <sup>1</sup> / CE&I	SH-16, Ustick Rd to US-20/26, Ada/Canyon Counties	3	\$5,637,164	\$5,637,164	\$1,692,352	\$7,329,516
23409 <sup>1</sup> / CE&I	SH-16, Franklin Rd. to Ustick Rd, Ada/Canyon Counties	3	\$3,853,047	\$4,400,000	\$899,201	\$4,752,248
23597 <sup>1</sup> / Design	I-84, A Canal Bridges EBL & WBL, Minidoka County	4	\$1,596,160	\$1,596,160	\$2,356,381	\$3,952,541
23630 <sup>1</sup> / Design	SH-44, I-84 to Star Rd Corridor Study, Ada/Canyon Counties	3	\$2,950,000	\$2,950,000	\$477,046	\$3,427,046

- 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

Railroad Bridge and Facilities Acquisition. Right of Way Manager Justin Pond presented the request for the acquisition rights of the railroad bridge structure crossing over US-95 at milepost 283.03 between Craigmont and Lapwai. This issue was previously brought to the Board in February 2023. The railroad bridge created a height restriction resulting in a 26.7-mile detour. The vertical design criteria is 17'; however, the bridge structure has a posted minimum clearance of 14'-11". Acquiring the rights will allow ITD to remove the structure and eliminate the vertical height restriction. The acquisition will be paid through the Strategic Initiatives Program Fund and the additional funding to remove the bridge and facilities such as spans and concrete piers from statewide balancing. The negotiated cost is \$1,975,000.

In response to Member Bulger's question regarding the owner still having the ability to add a structure in the future, RWM Pond confirmed that is correct.

Vice Chair Osborn commented on the significance of this project, use of the county roadway, and difficulty of transporting farm equipment.

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

RES. NO.        WHEREAS, BG&CM Railroad, Inc. (“Owner”) owns a railroad line and  
ITB26-02        improvements in Lewis County, Idaho, which crosses over US-95 at a certain  
                         location via a bridge (“Railroad Bridge”), located at Milepost 283.03. There are  
                         certain facilities included in the Railroad Bridge such as piers, steel girders,  
                         bracing, diaphragms, railroad ties, and other associated hardware (collectively,  
                         the “Facilities”). The Railroad Bridge and Facilities are not in use; and

WHEREAS, Railroad Bridge presents a vertical restriction that is an impediment  
to the free movement of over height vehicles and truck freight, causing  
inefficient detours of numerous vehicles each year; and

WHEREAS, the Idaho Transportation Department desires to acquire the rights to  
remove the Railroad Bridge and Facilities, thereby eliminating the impediment to  
free movement of highway traffic; and

WHEREAS, the Idaho Transportation Department and Owner have engaged in  
good faith negotiations; and

WHEREAS, ITD had set aside funds for this item from the Strategic Initiatives  
Program Fund (SIPF) into the FY26 Idaho Transportation Investment Program  
(ITIP) and created a new Key Number and project for this agreement and  
subsequent demolition; and

WHEREAS, both parties agree that \$1,975,000 is justified as the cost for the  
rights to the Railroad Bridge and Facilities; and

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation  
Board approves the acquisition of the rights to the demolition and removal of  
the Railroad Bridge and Facilities for Project No. A025(130), Key Number 25130  
in the amount of \$1,975,000 funded through statewide balancing.

*BE IT FUTHER RESOLVED*, that the Board authorizes staff to execute the  
agreement with the owner of the Railroad Bridge and Facilities.

Financial Resources Update. Chief Administrative Officer Dave Tolman stated discussions  
regarding revenues and the Idaho Transportation Investment Program are to start a dialogue  
with the Board. Impacts from the legislative session and information to-date will evolve as ITD  
advances into FY27.

Controller Robbie Swajkoski provided an update on the Governor's FY27 budget recommendations, status of ITD's revenue, and use of resources in the State Highway Account (SHA). Some highlights included due to the Governor's budget recommendations the following changes were made to ITD FY27 budget: removed 1% for change in employee compensation (\$1.3 million) and reduced benefit costs by \$2.5M, \$400,000 reduction in equipment changes, revert \$45M of FY26 Strategic Initiative Program Fund (SIPF) holdbacks – plus interest, and remove full amount of FY27 SIPF (\$275M -60% ITD/40% Locals). Revenues for FY26 SHA are above forecast – mainly due to the strong growth in the Highway Distribution Account (Misc. revenue is up by 29%). In comparison to Aeronautics' actual to revised forecast, revenues are up by 4%.

Controller Swajkoski reviewed details of the FY27 State Highway Fund revenue sources and uses. Projected FY27 revenue resources total about \$770 million (anticipate beginning cash balance of \$16M with slight changes). With expenses, capital facilities costs and reserve cash balance (\$17.9M), the total available for contract construction is \$333.4M. After deducting various program expenses such as \$200M for pavement and \$100M for bridges, the remaining balance is \$355,817. Staff will continue to monitor changes in the cash balance.

CAO Tolman reviewed the Transportation Expansion and Congestion Mitigation (TECM) program. Some highlights included TECM receipts from the sales tax (4.5%) is in Idaho Code. ITD is 5<sup>th</sup> on the list of sales tax transfer recipients. Any receipts above the \$100M (based on HB25) go to the Locals. Since March 2025, bonds sold consume \$81M per year with proceeds of just over \$1.3 billion at an average 3.9% interest for a 25-year bond period. The next possible bond sale is with a closing in July 2026 – next fiscal year. In the past, the Board has authorized about 80% of the project cost. The remainder was paid with other funds with the majority of it coming from the SIPF. With the SIPF not being recommended in FY27, staff is looking at the bond program and timing of when to reenter the market. Options are to continue and be ready to go – issue in the summer, reduce the size of the amount to bond and wait until spring of next year, or hold the receipts and use it as pay-as-you-go.

In response to Member DeLorenzo's question about if there is anything in TECM Idaho Code requiring ITD to bond, CAO Tolman confirmed there are none. TECM funds can be used as debt service or pay-as-you-go.

In response to Vice Chair Osborn's inquiry about June/July timing to bond, CAO Tolman stated it depends on the type of work included in the project and what activities help with the drawdown requirements. The market is a little more favorable to municipal bonds at this time. With an unknown construction season, ITD would most likely not want to go higher than a 90/10 split (bond to pay-as-you-go).

Idaho Transportation Investment Program (ITP) Lookahead. Highways Division Administrator Amy Schroeder presented the annual ITIP update. Staff usually holds a workshop in February, but considering revenue challenges, they are looking at options and seeking the

Board's input. ITD is being very proactive, and with contingency planning, to invest with purpose and be good stewards of state and federal dollars.

DA Schroeder reviewed ITD's operations strategy, FY26 revenue sources, programs funded with SIPF, and ITIP investment levels. Some highlights included ITD's strategy is to operate and maintain the state highway system before expansion (Operate-Preserve-Restore-Expand). With current revenue restrictions, ITD will focus on operate and preserve. Revenue sources in FY26 are from four main categories Federal (\$360M), State (\$362M), TECM (\$100M) and SIPF (\$165M). In comparison from FY25 to projected FY27, federal and state revenues are stable; TECM revenue increases \$20M each year with \$80M committed to debt service; and SIPF drops from \$182M in FY25 to \$120M (includes \$45M holdback) in FY26 to zero in FY27 (per Governor's budget recommendation). The FY26 SIPF \$45M holdback comes from: \$4M studies, \$6M in Supporting Infrastructure Assets, \$10M right of way, and \$25M TECM bond match. With the holdback, ITD can continue to advertise and move forward without delaying any contract construction projects in FY26. Some examples of Strategic Initiative funded programs are Safety/Capacity Program (including TECM-bonded projects), federal discretionary grant match and corridor studies. With the Federal funding ITD receives (\$360M), there are six required programs such as Safety, Freight, and Rail-Highway Crossing and five system support programs that are commitments only.

DA Schroeder reviewed the 13 proposed TECM funded projects in the unfunded Early Development Program of the ITIP for FY26 through FY28. Depending on how TECM or pay-as-you-go funding is used (bonding fully or in smaller bonds), all the projects would shift to out years in the ITIP. ITD is not confident in recommending a bond sale at this time – regardless of ratio, due to the uncertainty and questions that need to be worked through to get ready for the program update. Staff's recommendation and approach to the ITIP update includes releasing district targets in phases, maintaining same funding levels for priority programs (\$200M pavements/\$100M bridges) and coming back to the Board in the spring regarding decisions for the remainder of ITIP investment levels and bonding options.

Chairman Moad commented he supports the \$200M and \$100M priority funding levels but was nervous about not buying future right-of-way. Vice Chair Osborn agreed with the Chairman's comments. Member DeLorenzo stated ITD has been in this maintenance mode before and hopes to not lose ground that's been accomplished. She supports the funding levels and added the price of land and materials is not going down. Member Franz commented he has seen a lot of rural and urban roadways that are behind in maintenance.

In response to Member Watkins' question on ability to continue corridor studies and concerns with legislators in delaying, DA Schroeder stated ITD needs to be strategic in what is invested in planning studies; however, they do need projects in the funnel for when funds are available. They will look at ways to proceed in stages to meet milestones and prioritize them to keep those going. Member Watkins commented on the current investments and the potential of wasting it if we do not move towards completion.

Functional Classification Changes – Community Planning Association of Southwest Idaho (COMPASS). Sr. Transportation Planner Brianna Fernandez presented the reclassifications requested by COMPASS. TP Fernandez reviewed the functional classification definitions and criteria for arterials, collectors and local roads. Since 2010, the COMPASS planning area in Ada and Canyon Counties has grown in population from 581,290 to about 850,000. This update is in response to the last census and Urban Area Boundaries adjustments. The request includes 50 reclassifications to local roads and one removal (short section of McDermott Rd. due to construction of SH-16 from SH-44 to I-84); 251 reclassifications and three additions (from recently built collector to access SH-44); and 30 administrative corrections that were submitted to ITD in May 2025. Most of the corrections are to fill in gaps where the road did not get connected.

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

RES. NO.        *WHEREAS*, the Idaho Transportation Board supports the ITD mission of safety,  
ITB26-03        mobility, and economic opportunity; and

*WHEREAS*, Department staff has reviewed the Functional Classification application from the Community Planning Association of Southwest Idaho of 51 removals/reclassifications to local roads, 254 other reclassifications, and 30 administrative corrections represented in the meeting packet; and

*WHEREAS*, there is stakeholder and public support for these changes in road functional classification; and

*WHEREAS*, ITD District 3 has studied the regional traffic impacts and feasibility of updating the functional classification changes and concurs with the changes; and

*WHEREAS*, the Idaho Transportation Board’s Subcommittee on Adjustments to the State Highway System has reviewed and recommends approval of these adjustments to the Idaho Transportation Board.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the changes to functional classification as applied for by the Community Planning Association of Southwest Idaho’s planning area as presented.

Functional Classification Changes – Grangeville Highway District. Sr. Transportation Planner Fernandez provided an overview of the City of Grangeville’s request to reclassify Grangeville Truck Route MP101.165 to MP102.147 from a minor collector to a major collector. The Grangeville Highway District supports this request. The reclassification will complete an existing truck route to the SH-13 area that is already a major collector.

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

RES. NO.        WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,  
ITB26-04        mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application from Grangeville Highway District, to have the Grangeville Truck Route be updated from a minor collector to a major collector on the Federal Functional Classification System; and

WHEREAS, there is stakeholder and public support for these changes in road functional classification; and

WHEREAS, ITD District 2 has studied the regional traffic impacts and feasibility of updating the functional classification of the Grangeville Truck Route and concurs with the changes; and

WHEREAS, the Idaho Transportation Board's Subcommittee on Adjustments to the State Highway System has reviewed and recommends approval of these adjustments to the Idaho Transportation Board.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the changes to functional classification from minor collector to major collector of the Grangeville Truck Route in Grangeville, ID.

Functional Classification Changes – City of McCall. Sr. Transportation Planner Fernandez reviewed the eight functional classification changes requested by the City of McCall that were approved by the City on December 29, 2023. The request represents 4.5 miles. East Deinhard Ln./Boydston St. is proposed to upgrade from a major collector to a minor arterial. Forest Street and Mill Road are being downgraded from minor collectors to local roads. Five additional local roads are being reclassified from local roads to minor collectors.

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

RES. NO.        WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,  
ITB26-05        mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application from the City of McCall for the proposed eight road changes; and

WHEREAS, there is stakeholder and public support for these changes in road functional classification; and

WHEREAS, ITD District 3 has studied the regional traffic impacts and feasibility of updating the functional classification changes and concurs with the changes; and

WHEREAS, the Idaho Transportation Board's Subcommittee on Adjustments to the State Highway System has reviewed and recommends approval of these adjustments to the Idaho Transportation Board.

*NOW THEREFORE BE IT RESOLVED*, that the Idaho Transportation Board approves the functional classification changes as applied for by the City of McCall.

Aeronautics Advisory Board (AAB) and Division of Aeronautics Annual Update.

Aeronautics Advisory Board Member James Hoff reported on the AAB membership and composition, Leading Idaho investments, and ITD's airpool. Some highlights included the AAB has two at-large position vacancies. The AAB includes representation in commercial, general and backcountry aviation. Some major projects completed with Leading Idaho funds were Driggs runway realignment, improving American Falls line of sight, and a maintenance shed at Big Creek. ITD's airpool services emergency response, state business and search and rescue operations. The department recently acquired a new King Air (KA). The former KA is currently not airworthy. However, while in service, it flew about 29,000 miles roughly the number of miles to travel around the world. AAB Member Hoff stated he served on the Aeronautics Task Force who was charged with determining ITD's aircraft needs and conducting research. AAB Member Hoff concluded by presenting Board Member Hoff (his father) with a signed photo of ITD's fleet in recognition of his service and contribution as a former AAB member.

Aeronautics Administrator Tom Mahoney provided an update on the Division of Aeronautics (AERO) activities. He reported on aircraft registration, the Idaho Airstrip Network, staffing, safety and education, airport development, and flight operations. Some highlights included aircraft registration renewals are now available online. The effort began one year ago to convert from a paper process to automated. As of last year, the Idaho Airstrip Network (IAN) was reactivated after nearly a 10-year pause. The IAN is a private/public partnership that includes the U.S. Forest Service who support maintenance and preservation of aviation facilities. Some recent projects include Landmark, Deadwood and Owyhee airstrips. Based on the 2024 review year, there were 35 aviation accidents with five fatalities. The accident rate increased to 28.4 per 100,000 flight hours. In an effort to educate pilots of slow and high speed planes, a traffic safety leaflet was created for McCall Airport. Work continues on airport development for the primary airports including Rexburg and Burley. Pocatello, Twin Falls and Lewiston are experiencing lower air traffic. Boise identified over \$700 million in needs as its FAA status changed from small to medium, which also results in less FAA funding. AA Mahoney shared a video showcasing the recent Stanley paving extension project with new paving and tie downs. In 2025, there were 93 search and rescue notifications received (73 false alarms). An Automatic Dependent Surveillance-Broadcast GPS tracking system was just installed at Boundary County Airport – through Eckhardt, Canada. As of October 29, 2025, the former King

Air was grounded. In light of acquiring a new KA, repairs are not planned. AA Mahoney concluded by thanking AERO's Director of Maintenance Tim Henderson for his nearly 30 years of service as he retired.

In response to Member Hoff's question regarding the reclassification of McCall's Deinhard Lane to a minor arterial and the nearby McCall Airport's ability to expand, AA Mahoney acknowledged the challenge ahead for the airport.

SFY26 Idaho Airport Aid Program (IAAP) Funding. Planning and Development Manager Steffen Verdin presented the IAAP funding request. Funding for the IAAP is mainly from aviation and jet fuel taxes. SFY26 dedicated funding is \$1.25 million. The program provides funding for 20 general aviation, three community, and seven primary service airports. Projects are submitted on a grant application process and based on readiness, priority and an allocation method. The AAB reviewed and supported the recommended SFY26 projects. Final grant amounts may change due to actual bids and minor scope changes prior to construction.

Member Hoff commented on the importance of enforcing the non-aeronautical hangar use provision for grantee recipients.

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

RES. NO.        WHEREAS, at the Idaho Transportation Board has the authority to design,  
ITB26-06        construct, reconstruct, alter, extend, repair and maintain state aeronautical  
                         facilities; and

WHEREAS, the Idaho Transportation Board has the authority to expend funds for the construction, maintenance and improvement of public owned aeronautical facilities; and

WHEREAS, the Idaho State Legislature approved \$1,250,000 for airport improvements; and

WHEREAS, compliance with the federal regulation will be confirmed by the airport sponsor, reported to the Idaho Transportation Department prior to distribution of funds, and periodically verified by the Idaho Transportation Department; and

WHEREAS, the Idaho Aeronautics Advisory Board recommended approval of the proposed funding plan at their meeting on October 23, 2025.

*NOW THEREFORE BE IT RESOLVED*, that Board approves the SFY 2026 Idaho Airport Aid Program in the amount of \$1,250,000.

*BE IT FURTHER RESOLVED*, the Board authorizes the Division of Aeronautics to issue grant offers for SFY2026 provided that the airport development grants shall not be allocated to airports in violation of the Policy on the Non-Aeronautical Use of Airport Hangars, 81 F.R. 38906.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:17 PM 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 was on legal matters related to highways and department operations and personnel issues.

The Board ended executive session at 1:39 PM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 1:39 PM.

Read and Approved  
February 19, 2026  
Boise, Idaho

Signed  
\_\_\_\_\_  
GARY OSBORN, PRESIDING CHAIRMAN  
Idaho Transportation Board