

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
March 18, 2026

The Idaho Transportation Board met at 8:30 AM on Wednesday, March 18, 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 remains vacant.

Safety Share. Policy Manager Josh Thyer reported on road rage, defensive driving and the importance of taking a proactive approach to reframe the narrative to help lower stress and understand other motorists.

Board Minutes. Member Watkins made a motion to approve the minutes of February 19, 2026, seconded by Member Franz, and the motion passed unanimously.

Board Meeting Dates. The next board meeting is April 15 & 16, 2026, in Shoshone.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB26-13 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 transportation management area program adjustments.

1) Transportation management area program adjustment. On behalf of Valley Regional Transit, the Community Planning Association of Southwest Idaho requested a program adjustment to add a new transit project for fueling infrastructure in the Cities of Boise and Nampa to the FY26-FY32 Idaho Transportation Investment Program. Added funding of \$1.1

million in FY26 and \$5.2 million in FY28. The COMPASS Board adopted to amend their FY26-FY32 Transportation Improvement Program on February 23, 2026.

Informational Items.

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

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreements work tasks report. From January 25, 2026, to February 23, 2026, 27 new professional services agreements and work tasks were processed totaling \$14,335,913. Twelve supplemental agreements to existing professional services agreements were processed during this period for \$7,012,371.

3) Monthly report of federal formula program funding through March 3rd. Idaho received obligation authority (OA) through September 30, 2026, via a continuing resolution passed on February 3, 2026. Current OA is \$364.7 million. Idaho received apportionments of \$421.1 million. Allotted program funding through September 30th is \$440.5 million with \$344.6 million remaining as of March 3rd.

4) US-93 speed zone adjustment in Shoshone. Request change to the speed zone minute entry for a speed control zone in Shoshone. The change will lower the speed limit on US-93 (mile posts 73.30 to 73.36) from 35 MPH to 25 MPH.

5) FY26 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of January 31st are above forecast (3.4%) with revenues in the Highway Distribution Account above forecast by 2.42% (Misc. revenues are ahead by 31.1%). State revenues to the State Aeronautics Fund were below forecast by 24.9%. As a result, the forecast was revised by \$875K. The fund now is only slightly behind; however, state fuel tax revenue is 3.9% above forecast. The Department's expenditures remain within planned budgets. Personnel costs savings of \$3.1M are due to vacancies and timing. Contract construction cash expenditures in the SHA are \$331.3M, and total construction expenditures from the five different funds sources total \$659.7M.

The balance of long-term investments is \$194.7M. These funds are committed to construction projects and encumbrances. The cash balance is \$133.8M. Expenditures in the Strategic Initiatives Program Fund are \$50.8M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$84.6M. FY26 expenditures for the Federal CARES Act fund for is \$400K. Expenditures for the TECM bond program during this period are \$239.8M and the GARVEE debt service stands at \$60.4M.

Director's Monthly Report. Director Stokes reported as the legislative session is in progress, ITD's budget is advancing through the legislature. He thanked key staff members who

run the internal legislative process. He also provided an overview of ITD's new executive leadership team structure, which included separating the Chief Deputy (CD) and Chief Operations Officer (COO) positions, and commenting on the depth of experience within the team. Director Stokes read a letter signed by all the district engineers and division administrators stating their support, willingness to help, and recognition of being one ITD team.

CD Kuisti reported on additional details of leadership changes amongst his direct reports, his recent trip to the American Association of State Highway Transportation Officials Washington Briefing in D.C., and the current status of the federal surface transportation act reauthorization. Some highlights included appointment of COO Todd Hubbard and Chief Engineer Chad Clawson (who replaced CD Kuisti in his former role). CD Kuisti and Chief External Affairs Officer Mollie McCarty attended the Washington Briefing where state department of transportations discussed policy matters. US Transportation Secretary Duffy gave a national briefing focusing on building better and reducing barriers. They met with all four of Idaho's congressional offices to discuss Idaho's priorities for the federal reauthorization. The current transportation authorization act, Infrastructure Investment and Jobs Act (\$415 million annual average to Idaho) is set to expire on September 30, 2026. Congress is working on drafting a new bill, which states hopes to see a markup of in the next few months. Since 2005, there have been four reauthorization bills – varying in funding cycles. In gap years, congress passed continuing resolutions to ensure available funding. Idaho is a “donee” state. ITD desires to continue to receive an equivalent share with increases for inflation.

Director Stokes commented on reauthorization stating that Idaho is part of a 5 State Coalition with Wyoming, Montana and North and South Dakota, who for the last 30 years, have represented a powerful voice. Respective planning staff are working together in this effort.

Legislative Update. Government Affairs Manager Colby Cameron provided a legislative update. Some highlights included they anticipate the session running through early April. ITD's two pieces of legislation (HB532 and HB716) passed the house and senate floors along with the administrative rules. ITD's FY27 maintenance budget passed both floors and the enhancement budget is progressing. There is potential debate amongst legislators on how they can do more for transportation, but nothing too controversial pending with ITD's budget. A new bill this week provides direction on how Department of Administration handles the insurance process as it relates to the damage of state administrative buildings. This legislation would not have changed the outcome of the process we went through the past four years. ITD's State Street building was cited as an example. GAM Cameron also provided updates on SB1300, SB1356, legislation that would remove differential speed limits that would mainly impact the interstate system, and the bills to increase funding for Idaho State Police.

In response to Member Watkins' question of why legislation was introduced regarding insurance and in respect to the State Street building, GAM Cameron stated it is an enhancement to the process targeted at the insurance process and coverage.

In response to Chairman Osborn's question about the status of the State Tax Anticipated Revenue legislation, GAM Cameron stated it has not passed the senate floor yet; however, they do not see any problems.

FY2027 Joint Finance Appropriations Committee (JFAC) Approved Budget Amounts.

Financial Manager Kirk Weiskircher reported on changes in ITD's FY27 maintenance and enhancement budget since the November 2025 board meeting and reviewed the appropriation summary. Some highlights included JFAC's approved budget amount for ITD's base maintenance budget is \$938.2 million. Adjustments to the maintenance budget included decreases in change in employee compensation (CEC) (\$1.35M) and health insurance (\$2.79M) totaling \$4.14M. JFAC's approved enhancement budget appropriation totals \$1.04B. Specific changes to division line items included decreases in Aeronautics (\$6K), Highways (\$18K), and replacement equipment (\$.44M). The cash balance from items decreased (in CEC, insurance and equipment) totaling \$4.55M was added to contract construction to retain the ability to use those funds for roadways. With GARVEE and Transportation Expansion and Congestion Mitigation debt service, and the Governor's recommended one-time decrease of \$165M of Leading Idaho General Funds, ITD's total program funding is \$1.22B.

In response to Chairman Osborn's question regarding employee health insurance premium costs, FM Weiskircher stated, according to the Department of Administration, there will be no increase to the employees' rates.

Public Transportation 2026-2028 Congressional Application Information. Sr.

Transportation Planner Shauna Miller provided an overview of Public Transportation's two-year funding grant application process that included scoring criteria, available funding by grant and ITD district, and program priorities. Some highlights included the application cycle began on September 22, 2025, and grant award starts October 1, 2026, through September 30, 2027. Available funding sources are from three federal grant programs and the state's Vehicle Investment Program (VIP): 5310 Rural Elderly and Disabled (\$1.3 million), 5311 Rural Formula Grant (\$18.2 million), 5339 Rural Bus and Bus Facility (\$8 million), and the VIP (\$624,000) totaling \$28.2 million. Program priority funding is given to providers with existing or expansion of services, and to new operators. Local match is required. Demand for 5310 and 5311 grant funds outpaced available funding; however, demand for 5339 and VIP funds were under paced this cycle. This is primarily due to the sponsor's ability to meet local match requirements.

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 I-90, Coeur d'Alene River Bridges, east and westbound lanes by HDR Engineering; SH-53, WA State line to Hauser Lake Road by Keller Associates; Simco Road rehabilitation by HMM; US-93, Salmon River Bridge by David Evans and Associates; US-20/26, Middleton Road to Star Road by Jacobs Engineering Group; and SH-75, Bellevue to Broadway Run by AECOM Technical. Crider reviewed the project background and justification for each and outlined the requested authorization.

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

RES. NO. ITB26-14 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
21935 ¹ / CE&I	I-90, Coeur d'Alene River Bridges Eastbound Lane & Westbound Lane, Kootenai County	1	\$1,987,955	\$1,997,586	\$1,448,000	\$3,435,955
21939 ¹ / Design	SH-53, WA State Line to Hauser Lake Road, Kootenai County	1	\$728,693	-	\$599,202	\$1,327,895
21981, 23746, 22879, 24280 ² / CE&I	Simco Rd Rehabilitation, Elmore County	LHTAC 3	\$372,315	-	\$199,510	\$571,825
23177 ¹ / Design	US-93, Salmon River Bridge, Lemhi County	6	\$776,638	-	\$523,362	\$1,300,000

23337 ¹ / Design	US-20/26, Middleton Rd to Star Rd, Ada/Canyon Counties	3	\$12,957,771	\$12,957,771	\$1,211,384	\$14,169,155
23342 ¹ / Design	SH-75, Bellevue to Broadway Run, Blaine County	4	\$10,598,077	\$10,600,000	\$222,160	\$10,820,237

- 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

SH-16, Valnova Project Add to Idaho Transportation Investment Program (ITIP). District 3 Engineer Jason Brinkman provided an overview of the SH-16, Valnova project in Eagle. Some highlights included the project and future development are in the Eagle Annexed foothills that range from SH-16 to SH-55 north to Avimor. Staff is working with the City of Eagle and developer. Long term plans include several thousands of acres over a few decades. A number of new homes are built with others under construction. Currently, ITD has a voluntary Transportation Mitigation Agreement in place with the developer. Traffic impacts will affect three highways – SH-16, SH-55 and SH-44. Developers are required to mitigate their proportionate share of the development or choose to construct their infrastructure, which the developer chose the latter. The first phase of constructing an interchange treatment is done. The new connector road and overpass bridge will tie into the existing constructed connector roads creating the first expressway style interchange. The developer will fully reimburse ITD for its time and costs to oversee the project.

In response to Chairman Osborn’s question if ITD is under contract with the developer, DE-3 Brinkman affirmed there is a contract in place. He also added that the Ada County Highway District agreed to maintain the roadway. ITD owns it.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation ITB26-15 Department’s mission of safety, mobility, and economic opportunity; and

WHEREAS, the Idaho Transportation Department has recognized a need for roadway improvements on State Highway 16; and

WHEREAS, the developer is required to complete roadway improvements to mitigate their impact to the state highway system; and

WHEREAS, ITD and GWC Capital LLC have entered into a transportation mitigation agreement for improvements on State Highway 16; and

WHEREAS, having this project in the Idaho Transportation Investment Program (ITIP) provides the department with project oversight.

NOW THEREFORE BE IT RESOLVED, that the Board approves the addition of the SH-16, Valnova project to the FY26-FY32 ITIP and adjust the program accordingly.

Board Unallocated Fund Request for SH-14, Mill and Inlay Surface Improvement, District 2.

Design and Construction Engineer Jesse Webb presented the request for Board Unallocated Funding for pavement restoration on SH-14 near Elk City totaling \$1.14 million. SH-14 is a 49-mile corridor along the South Fork Clearwater River and recreational access to the Clearwater National Forest. From 2024 to 2025, a total of 18 miles of SH-14 were repaved. The project will improve highway safety, highway conditions, and the local economy.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB26-16 mobility, and economic opportunity; and

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

WHEREAS, pavement restoration of SH-14 will provide smoother road conditions and make for safer travel; and

WHEREAS, ITD is prepared to incorporate the SH-14 Mill and Inlay Surface Improvement, Mile Post 33.0 – 49.0, Idaho County, project into the approved FY26 – FY32 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that the Board approves using FY26 Board Unallocated Funds for the FY26, SH-14, Mill and Inlay Surface Improvement project totaling \$1,145,000.

BE IT FURTHER RESOLVED, that the Board authorizes staff to adjust the program and amend the FY26-FY32 ITIP accordingly.

Interstate 15, Riverton Road Bridge. Chief Operations Officer (COO) Todd Hubbard presented the I-15, Riverton Road Bridge replacement funding request. In follow-up to the February 2026 board meeting, planning, specifications and estimates (PS&E) was completed on February 24th that resulted in a higher estimate than the original requested (construction only) \$10 million. The additional \$5.5 million request includes increased construction and

administration costs and inspection and testing. The project is currently out for bid through April 14th. Once construction begins, I-15 southbound will be down to one lane with two lanes opened by Memorial Day weekend. The anticipated project completion is early November.

Member DeLorenzo commented about the unplanned nature of these types of occurrences, like mudslides, that need to be factored into the ITIP Program and stated they are appreciative the funds are available. She commended COO Hubbard on a job well done.

In response to Member Franz' question about the trucking company who struck the bridge and insurance status, COO Hubbard replied that the claim is still in process.

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
ITD26-17 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, the project was added to the Fiscal Years 2026–2032 Idaho Transportation Investment Program (ITIP); and

WHEREAS, the final plans and engineer's estimate are complete and costs have been fully estimated.

NOW THEREFORE BE IT RESOLVED, that the Board approves the additional costs of \$5,500,000 for the I-15 Riverton Road Bridge project funded with Transportation Expansion and Congestion Mitigation funds.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 10:18 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Franz seconded the motion, and it passed unanimously by roll call vote. The meeting will adjourn at the end of executive session.

The executive session discussion was on legal matters related to highways and department operations and personnel issues. The Board ended executive session at 11:05 AM and whereupon, the Idaho Transportation Board adjourned its regular monthly meeting.

Read and Approved
April 16, 2026
Shoshone, Idaho

Signed

GARY OSBORN, PRESIDING CHAIR
Idaho Transportation Board