

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
October 15, 2025

The Idaho Transportation Board met at 8:30 AM on Wednesday, October 15, 2025, in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
Gary Osborn, Vice Chair - District 2
Julie DeLorenzo – District 3
Bob Hoff, Member – District 6
Scott Stokes, Director
Dan McElhinney, Chief Deputy/Chief Operations Officer
Lorraine Dennis, Business Executive to the Board
Tim Thomas, Lead Deputy Attorney General

District 1 Member Paul Franz participated remotely. District 4 Member Mitch Watkins and District 5 Member John Bulger were unable to attend.

Safety Share. Financial Manager Gary Genova shared tips on fraud prevention and taking a vigilant mindset to proactively protect oneself from fraud.

Board Minutes. Vice Chair Osborn made a motion to approve the minutes of September 17 & 18, 2025, seconded by Member Hoff, and the motion passed unanimously.

Board Meeting Dates. The next meeting is November 13, 2025, in Boise. The board set the 2026 April through September district meeting schedule.

Consent Items. No consent calendar items.

Informational Items.

1) Contract awards and advertisements. There were three ITD and zero Local contracts awarded that did not require Board approval from September 1 – 30, 2025. From October 1, 2024, to September 30, 2025, 93 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 August 25, 2025, to September 21, 2025, 20 new professional services agreements and work tasks were processed, totaling \$3,570,684. Seven supplemental agreements to existing professional services agreements were processed during this period for \$3,128,464.

3) Monthly report of federal formula program funding through September 30. Idaho received FY25 apportionments of \$468.9 million and obligation authority of \$403.8 through

Sept. 30, 2025. On August 8th, an additional \$52.4 million redistribution of OA was received. Total FY25 OA through September 30, 2025, was 97.3% of apportionments. Allotted program funding was \$508.1 million with zero remaining.

4) Sponsorship of Department Programs. Per ITD Board Policy 4041 Sponsorship of Department Programs, ITD reported no sponsorship agreements were executed this year.

5) Non-construction professional services contracts. Per ITD Board Policy 4001, two non-construction professional services agreements were executed the previous month to BoreDM for research boring data, \$38,000 and to Michael Baker International for a work zone safety program update, \$140,000.

6) FY26 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of August 31st are behind forecast at -1.7% with revenues in the Highway Distribution Account below forecast at -0.47%. State revenues to the State Aeronautics Fund are below forecast by 14.85%. The Department's expenditures were within planned budgets. Personnel costs savings of \$1.2M is due to vacancies and timing. Contract construction cash expenditures in the SHA are \$113.2M, and total construction expenditures from the five different funds sources total \$219.9M.

The balance of the long-term investments is \$191.6M. These funds are obligated against construction projects and encumbrances. The cash balance is \$127.4M. Expenditures in the Strategic Initiatives Program Fund is \$15.4M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$24.2M. Expenditures for the Federal CARES Act fund is \$28K. Expenditures for the TECM bond program during this period are \$82.7M and \$1K for GARVEE.

Board's State Highway System (SHS) Adjustments Subcommittee Report. Member DeLorenzo, who chairs the Adjustments Subcommittee, reported the subcommittee met on September 23rd to discuss the three adjustments that are on today's agenda. All the board members who had adjustments were present at that meeting. The subcommittee recommended passage of the three resolutions brought forth to the Board.

Director's Monthly Report. Director Stokes provided an update on ITD's response to the Governor's Executive Order (EO) and holdbacks, project delivery payout in the last 10 years, plans for growth, preparation for legislative outreach, and operation efficiencies through the employee driven Innovate ITD program. Some highlights included ITD is up to date on all reports requested from the EO and continues to work through the directives. The EO holdback of 3% for General Fund (GF) agencies will impact ITD's Strategic Initiative GF dollars that fund contract construction. Since 2020, ITD implemented strategy reserve and holdback funds, which they intend to adjust their contingency balance up to \$45 million - \$20 million for set-asides and \$25 million from prior year end-of-year balance. That takes into account the \$165 million of ITD's portion of GF – plus interest, and committed project funds. ITD has about 11 staff vacancies of the 1645 legislatively allowed full-time positions (FTPs). Travel costs have

increased 16.2% over the last five years; however, state per diem rates increased by 18.4% for in-state and 23.6% for out-of-state travel. Contract construction payout in FY25 was \$1.04 billion – in comparison to \$300 million in FY15 (and with 137 less employees). Due to growth and the high demand on Idaho’s roads, staff is increasing its planning efforts; however, with inflation and budget insecurity, it makes it challenging to advance long-term planning and projects. That includes adequate funding for operations and to maintain the current system. Staff is preparing for legislative outreach and compiling information on maintenance operations such as tree removal and striping, impacts of fires and floods, and needed equipment in the face of inflation. Director Stokes concluded by highlighting a new online truck permitting system for oversized load permits that resulted in significant cost and time savings.

Innovate ITD! Program. Chief Innovation Experience Officer Brenda Williams presented ITD’s Best of the Best 2024 Innovations winners and provided an update on the Summer Olympics program. Some highlights included in FY25, employees implemented 95 innovations resulting in savings of \$5.16 million and 55,000 hours. Employees voted in five categories and nominees and winners were celebrated at the Annual Leaders Workshop. The following winners by category were Mobility and Economic Opportunity – Nordik Plow Blades; Resource Stewardship – RAP Seal Coat; Safety – Salt Seeing Eye; Ideal Workplace – Right of Way and Parcel Data; and Customer Service – Pop-Up DMV Star Card Assistance. Each of the 51 winners will receive \$200. For the Summer Olympics Program, 183 employees will receive cash awards totaling \$23,000. The top four winners are in DMV.

Temporary Waiver of Special Permit Limitations for Economic Opportunity. Commercial Vehicle Services Supervisor Riley Teutsch reviewed the new economic hardship emergency waiver permit procedures. Some highlights included of the 116 permits issued from January 2022 – September 2025, they were for three main highways – State Highway 55 (35 issued); US-30 and SH-34 (78 issued); and US-20 and SH-33 (3 issued). The latter two highway groups are purple codes routes. For SH-55 the maximum off-track is 7.25 with a maximum length of 75’ 9”. The proposed change to the approval process for these permits streamlines the process going from three-to-four weeks to a same day turnaround.

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

RES. NO. WHEREAS, the Idaho Transportation Department Board may waive existing
ITB25-72 permit policy limitations in the event of an emergency, which is defined in IDAPA
 39.03.01.105; and

WHEREAS, these requests can be time-sensitive in nature due to the emergency conditions; and

WHEREAS, under Idaho Code 40-405, the Idaho Transportation Board may delegate authority to appropriate staff to act on its behalf; and

WHEREAS, the Idaho Transportation Board approved a resolution in March 2020 delegating authority for approval to the Chief Engineer and the Division of Motor Vehicle Administrator; and

WHEREAS, the Idaho Transportation Board will receive yearly reporting of all Economic Emergency Waivers issued via an annual informational board agenda item or report, whichever is determined by the Board as the preferred method of communication.

NOW THEREFORE BE IT RESOLVED, that the Board grants delegated authority to the Freight Office, DMV Administrator, and Chief Engineer to review, approve, or deny requests for the waiver of existing permit policy limitations.

BE IT FURTHER RESOLVED, the Board approves the process brought before them as it provides that each request is analyzed utilizing engineering and safety criteria pertaining to appropriate Idaho laws, rules, and regulations in the movement of vehicles that exceed legal size and weight.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for agreement authorization for design and construction engineering and inspection services. The projects, as shown in the resolution, are Overland Rd, Orchard St. to Vista Ave by DKS Associates; Vista Ave., Overland Rd. to Rose Hill St. by Parametrix; SH-16, I-84 System IC and Franklin Rd. IC by HMM; and SH-16, SH-44 to Beacon Light Rd. by Horrocks. 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. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to
ITB25-73 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
21896 ¹ / Design	Overland Rd, Orchard St to Vista Ave, Boise	ACHD	\$1,120,352	\$1,120,352	\$326,675	\$1,447,027
22390 ¹ / Design	Vista Ave, Overland Rd to Rose Hill St, Boise	ACHD	\$1,268,530	\$1,268,530	\$97,838	\$1,366,368
23956 ¹ / CE&I	SH-16, I-84 System IC and Franklin Rd IC, Nampa	3	\$970,314	-	\$884,528	\$1,854,842
25077 ¹ / Design	SH-16, SH-44 to Beacon Light Road, Ada County	3	-	-	\$6,990,840	\$6,990,840

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

Annual 80 MPH Interstate Speed Limits Update. Traffic Operations Engineer Kevin Sablan presented the 80 MPH Interstate Speed Limits update for Interstate Highways 15, 84 and 86 for 85th percentile speeds, differential speeds between light and heavy vehicles, specific segment data, and crash rates. Some highlights included in 2014, ITD implemented 80 MPH speed limits on I-15, I-84 and I-86 and 70 MPH for trucks. The 85th percentile along these routes are averaging 85 MPH on I-15; 85 MPH on I-84; and 84 MPH on I-86. The speed differential between light and heavy vehicles is averaging 10 – 12 MPH. The three corridors have been experiencing an increasing crash trend; however, the frequency of fatal and serious injury crashes has remained relatively unchanged. Compared to national rates, operations along these 80 MPH corridors are comparable if not slightly better. In the last three years, staff has analyzed crash data from different rural segments on these corridors. The segments are: I-15 – Utah to Pocatello, Pocatello to Idaho Falls, and Idaho Falls to Montana; I-84 – Oregon to Caldwell, Boise to Mountain Home; Mountain Home to Jerome, Jerome to Burley, and Burley to Utah; and I-86 – Jct. I-84/I-86 to American Falls, and American Falls to Pocatello. The poorest performing segment was Jct. I-84/I-86 to American Falls with a crash rate of 75.06 in 2024. The top contributing circumstances for crashes were speeds too fast for conditions and animals in the roadway.

In response to Chairman Moad's inquiry about the potential of raising the speed limits on I-84 westbound between Milepost 25 and 33 from 65 MPH to 80 MPH once all expansion work

on the highway is done, Traffic OE Sablan stated he will verify Idaho code restrictions. Trucks in urban areas are limited to maximum 65 MPH.

US-95 Relinquishment, N. Latah Highway District, Thorn Creek to Moscow Project.

Transportation Planner Brianna Fernandez provided a recap of the urban boundary approval that took place in 2024 that occurs every 10 years and impacts functional classifications. She also reviewed the three functional classifications categories - Arterials, Collectors and Local roads, along with their respective subcategories and definitions. In conjunction with the US-95, Thorncreek to Moscow project, the existing US-95 highway segment will be removed from the National Highway System and be designated as a functional classified major collector route and the new US-95 segment be added to the NHS and designated as a principal arterial.

The Official Minute transferring the existing segment of US-95 to the Latah Highway District will be signed by the Board upon approval, shown as Exhibit 584, which is made a part hereof with like effect.

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

RES. NO. WHEREAS, on January 15, 2021, the Department and North Latah Highway
ITB25-74 District executed a Road Closure and Maintenance Agreement to transfer existing US-95 from Mile Post 338.558 to Mile Post 343.764, here after referred to as Reisenauer Rd; and

WHEREAS, ITD's District 2 held a public hearing on January 23, 2013, regarding the transfer of ownership and finding no significant opposition; and

WHEREAS, North Latah Highway District held a public hearing on May 13, 2020, regarding the transfer of ownership and finding no significant opposition; and

WHEREAS, on May 13, 2020, North Latah Highway District commission approved to enter into said Road Closure and Maintenance Agreement with the Department; and

WHEREAS, on December 17, 2020, the Idaho Transportation Board approved, by resolution # ITB20-67, to enter into said Road Closure and Maintenance Agreement with North Latah Highway District; and

WHEREAS, the Idaho Transportation Department transferred \$3,915,000.00 to North Latah Highway District for the purpose of resurfacing Reisenauer Rd with a completion date of October 31, 2025; and

WHEREAS, Department staff met with the Transportation Board's Subcommittee on State Highway System Adjustments on September 23, 2025, and the

subcommittee passed a motion to present the relinquishment of US-95 between Mile Post 338.558 to Mile Post 343.764 to the Idaho Transportation Board with a recommendation to approve it.

NOW THEREFORE BE IT RESOLVED, that the Board approves the existing US-95 segment from **Mile Post 335.558** to Mile Post 343.764 as shown in Exhibit A, be and hereby is removed from the State Highway System and relinquished to North Latah Highway District.

BE IT FURTHER RESOLVED, Reisenauer Road be designated as a functional classified major collector route and the new segment of US-95 from MP 335.161 to MP 339.766 be designated as a Principal Arterial – Other Freeways or Expressways; and

BE IT FURTHER RESOLVED, Reisenauer Road be removed from the National Highways System and the new segment of US-95 from MP 335.161 to MP 339.766 be added to the National Highway System.

Note, later in the meeting staff discovered an error in the Mile Post reference, highlighted above. Prior to the conclusion of the meeting, the board made a motion to approve an amended resolution correcting the error to read “Mile Post 338.558.” Reference on page 12.

City of Salmon Functional Classification Change. Transportation Planner Brianna Fernandez reviewed the City of Salmon’s request to reclass Courthouse Drive and South Saint Charles Street from local roads to major collectors. The reclass is based on 75% of the city population using these roads due to population growth and traffic.

Member Hoff 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,
ITB25-75 mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application the City of Salmon, ID, to have Courthouse Road and South Saint Charles updated from local roads to major collections 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 6 has studied the regional traffic impacts and feasibility of updating the functional classification of Courthouse Drive and South Saint Charles and concurs with the changes; and

WHEREAS, the Idaho Transportation Board Subcommittee on State Highway System Adjustments held a Functional Classification meeting on September 23, 2025 and supports staff's recommendations.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to functional classification from local to major collector of Courthouse Drive and South Saint Charles in the City of Salmon, ID.

Bannock Transportation Planning Organization (BTPO) Functional Classification Change.
Transportation Planner Brianna Fernandez presented BTPO's application to reclass 16 routes, shown in the resolution below. Three routes are changing from major collector to local roads because of construction of new roads – these no longer functions as major collectors. They are South 2nd Ave., East Quinn Road, and East Alameda Road. Cole Street is extending and will remain as a major collector. The other 12 routes are recommended for upgraded functional classification.

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,
ITB25-76 mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application from Bannock Transportation Planning Organization of the following roads; and

<u>Road</u>	<u>Existing FC</u>	<u>Proposed FC</u>
New Day Parkway	Minor Arterial	Principal Arterial
New Day Parkway	Minor Arterial	Principal Arterial
Northgate Parkway	Minor Arterial	Principal Arterial
South 5th Ave	Minor Arterial	Principal Arterial
South 8th Ave	Minor Arterial	Major Collector
South 2nd Ave	Major Collector	Local
East Quinn Road	Major Collector	Local
East Alameda Road	Major Collector	Local
West Tyhee Road	Minor Collector	Major Collector
Cole Street	Major Collector	Major Collector
East Center Street	Local	Major Collector
Angela Street	Local	Major Collector
Angela-Hiram Ave	Local	Major Collector
Olympus Drive	Local	Minor Arterial
Hiline Road	Local	Major Collector
Vista Road	Local	Major Collector

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

WHEREAS, ITD District 5 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 Subcommittee on System Adjustments met on September 23, 2025 to review 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 Bannock Transportation Planning Organization's planning area.

Idaho Transportation Department Draft FY2025 Annual Report. Communication Manager John Tomlinson reviewed the draft FY25 Annual Report and welcomed the Board's feedback. Some highlights included the report begins with ITD's investment in transportation delivery that is effective, efficient and innovative showcasing the Innovate ITD Program. It outlines ITD's mission of safety, mobility and economic opportunity, goal performance for pavement, bridges and clearing highways in winter, ongoing needs for aging infrastructure and DMV transactions for Skip the Trip. New this year, is a QR code to access all of the performance metrics. The report also includes FY22 through FY25 revenues and expenditures by type, project payout of \$1.04 billion, planning for growth, highway project funding from FY21 to FY32, and ITD's investment strategy of operate, preserve, restore and expand (OPRE).

In response to Chairman Moad's question regarding the ongoing infrastructure needs for the 986 aging bridges and an action plan to address those needs, CM Tomlinson stated ITD's plan is the investment strategy of OPRE to preserve and restore the bridges.

Member Franz suggested clarifying the references for "2025: 986 bridges" and "2029: 1,060 bridges" so it is clear those are the number of bridges that will be over 50 years old.

ITD Annual Administrative Rules Proposed Language. Transportation Policy Specialist Brendan Floyd reviewed the proposed administrative rules for the 2026 legislative session. He noted the rules are still in the 21-day comment period; however, they did not anticipate additional comments. The two rules are 39.02.60, Rules Governing License Plate Provisions, which was part of the Zero-Base (ZB) review process, and 39.03.49 Rules Governing Ignition Interlock Devices. This is the last year of the ZB review that requires all agencies to review their rules within five years. Per the legislature, that process will return to an eight-year cycle. Minor changes were made to each rule. The main revision for the license plate rule was to remove the reference to ethanol.

Government Affairs Manager Colby Cameron gave the Board an update on ITD's repeal legislation. GAM Cameron stated that ITD started the executive agency legislative process to repeal 15 subsection chapters of Idaho Code; however, the legislature's Doge Committee has decided to lead that process. The proposed repeals will still go through both legislative transportation committees who will then find sponsors.

Board Unallocated Fund Request for SH-55, Horseshoe Bend Drainage Improvements Project District 3 Engineer Jason Brinkman presented the request for drainage improvements on SH-55 in Horseshoe Bend. Some highlights included runoff from rain or snow melt accumulates in people's yards and garages and the speed limit through that main part of town is only 25 MPH. Last year, ITD partnered with the City of Horseshoe Bend (using some pedestrian TAP and ITD funds) to improve drainage and sidewalks on the west side of the highway. In order to put in enhanced pedestrian crossings on the east side, sidewalks need to be constructed. ITD would design drainage, curb and gutter, and sidewalks, install an overhead pedestrian hybrid beacon crossing, and raise the speed limit to 35 MPH when school is not in session. DE-3 Brinkman noted that there is an opportunity to receive federal TAP program funds to off set some of ITD's construction costs.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the Idaho Transportation
ITB25-77 Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, the Idaho Transportation Department has recognized a need for roadway drainage and mobility improvements in Horseshoe Bend on State Highway 55; and

WHEREAS, the Idaho Transportation Department has completed a concept of the improvements identified for State Highway 55 in Horseshoe Bend; 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.

NOW THEREFORE BE IT RESOLVED, that the Board approves the use of \$1,100,000 for construction and \$150,000 for design of FY26 Board Unallocated Funds for the SH-55 Horseshoe Bend drainage improvement project.

BE IT FUTHER RESOLVED, that the Board approves staff to add the project to the FY26-FY32 ITIP accordingly.

Board Unallocated Fund Request for Intersection Improvement Projects on SH-16, SH-52 and SH-21. District 3 Engineer Jason Brinkman provided an overview of the proposed intersection projects on SH-16, SH-52, and SH-21. Some highlights included the SH-16

intersection improvement is in response to providing egress for buses leaving the Payette River Regional Technical Academy (PRRTA). It is in partnership with the PRRTA administrator, City of Emmett, Gem County, and the Emmett School District. The project will add widening to stripe in a center turn lane, which will aid buses in turning out and merging into traffic. The request will cover materials costs. The second request is the intersection of Mill Road and SH-52 (two miles west of PRRTA). Mill Rd. is a major road for large vehicle gravel trucks within Gem County. The project is to install a signal at Mill Rd. and SH-52 to improve access for buses and widen SH-52 to build a westbound right turn lane for the signalized intersection. Funding will pay for the gravel and pavement needed and ITD would split the cost 50-50 with the County to pay for the signalization. The last project is for a right turn bay at the intersection of SH-21 and Warm Springs Ave. ACHD and the City of Boise are supportive of the project. Three light poles need to be moved and grading and roadbuilding to construct the lane.

In response to Chairman Moad's question on what the speed limit is for the SH-55 stretch in Horseshoe Bend, DE-3 Brinkman stated there about five different speed transitions through and out of town. Chairman Moad suggested reviewing the speed limits to potentially raise speeds for the northbound transition out of town.

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

RES. NO. WHEREAS the Idaho Transportation Board supports the Idaho Transportation
ITB25-78 Department's mission of safety, mobility, and economic opportunity; and

WHEREAS, the Idaho Transportation Department has recognized a need for intersection improvements on State Highway 52 in Emmett, State Highway 16 in Emmett, and State Highway 21 in East Boise; and

WHEREAS, the Idaho Transportation Department has completed concepts and estimates for the improvements identified; 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.

NOW THEREFORE BE IT RESOLVED, that the Board approves the use of \$1.4 million of FY26 Board Unallocated Funds for State Highway 52 in Emmett, State Highway 16 in Emmett, and State Highway 21 in East Boise intersection improvement projects.

BE IT FUTHER RESOLVED, that the Board approves staff to add the project to the FY26-FY32 ITIP accordingly.

Trucking Advisory Council (TAC) Annual Report. TAC Chairman John Pocock reported on the new TAC members, truck parking, Uninsured/Underinsured Motorist and Drive Insured (UMDI) Program, towing issues, and nationwide trucking topics. Some highlights included the Truck Parking Information Maintenance System is providing real-time parking data via 511 maps to assist truck drivers in finding parking spaces – especially at night where parking is at high demand. The TAC received a presentation from Farm Bureau on the UMDI Program discussing fines and minimum limits. No insurance traffic citations in Idaho is the second most common. The challenge is aligning insurance coverage with actual vehicle replacement costs and addressing drivers who do not have any insurance. The passage of HB174 abandoned vehicle bill streamlines the process and includes electronic notifications. There are still major concerns regarding unregulated towing companies and inconsistency with service fees. Regarding national issues, the Federal Motor Carrier Safety Administration ordered immediate pause on all non-domiciled CDL issuance and there are new rules issued that restrict eligibility requirements.

In response to Chairman Moad's question on employing truck drivers, TAC Chairman Pocock stated that although the shortage of drivers is not as tight, it is still hard to find qualified drivers. The TAC has been involved in taking truck driving simulators around the state into schools and for trades to promote careers in truck driving.

Chairman Moad inquired about the status of electric vehicle truck requirements in California, TAC Chairman Pocock shared it was his understanding that the current administration put a hold on it.

Chairman Moad also inquired about off-tracking and if there were any 129,000-pound routes that needed to be added. TAC Chairman Pocock stated it would more than likely take legislation to change, but off-tracking for 129K pound trucks is no worse than for 105,500 pounds trucks. The numerous required permits to travel 129K pound routes are cumbersome and would prefer 129K pound truck requirement be disbanded.

US-95 Relinquishment, N. Latah Highway District, Thorn Creek to Moscow Project (Amended Resolution). Transportation Planner Brianna Fernandez reported due to an error in the mile post reference for the existing US-95 segment for the US-95 relinquishment to the North Latah Highway District, a corrected amended resolution is being presented.

Vice Chair Osborn made a motion, seconded by Member DeLorenzo, and it passed unopposed to approve the following amended resolution: (The amended paragraph with revised text is highlighted below. The resolution and its entirety is as shown in *ITB25-74*.)

NOW THEREFORE BE IT RESOLVED, that the Board approves the existing US-95 segment from **Mile Post 338.558** to Mile Post 343.764 as shown in Exhibit A, be and hereby is removed from the State Highway System and relinquished to North Latah Highway District.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 11:27 AM.

Read and Approved
November 13, 2025
Boise, Idaho

Lorraine Dennis
Business Executive
Idaho Transportation Board

Signed

WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board