

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
November 13, 2025

The Idaho Transportation Board met at 8:30 AM on Thursday, November 13, 2025, in Boise, Idaho. The following principals were present:

Pual Franz - District 1
Gary Osborn, Vice Chair (Presiding Chair) - District 2
Julie DeLorenzo – District 3
Mitch Watkins - District 4
Bob Hoff, Member – District 6
Scott Stokes, Director
Lorraine Dennis, Business Executive to the Board
Tim Thomas, Lead Deputy Attorney General

Chairman Bill Moad and Chief Deputy/Chief Operations Officer Dan McElhinney were not present. District 5 Member John Bulger participated via WebEx.

Safety Share. Equipment Trainer John Eastwood reviewed what the “clutch moment” means in terms of safety and the incorporation of it into the department’s safety messaging and culture. The clutch moment is shifting from an automatic to manual mode. It represents changing one’s mindset to stay focused and more in control to help increase safety.

In response to Member Franz’ question regarding employee training, ET Eastwood affirmed there is training for new employees in addition to the required defensive driving every three years.

Board Minutes. Member Watkins made a motion to approve the minutes of October 15, 2025, seconded by Member Hoff, and the motion passed unanimously.

Board Meeting Dates. The next meeting is December 10, 2025, in Boise.

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

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB25-79 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 FY25 certification of receipts and disbursements, FY25 Annual Report, and 2025-2026 pending administrative rules.

1) FY25 certification of receipts and disbursements. Idaho Code, Section 40-708 requires certification of receipts and disbursements. FY25 total receipts are \$937,776,800 and total disbursements are \$943,822,600. With the beginning cash balance of \$134.9 million, the total ending balance as of June 30, 2025, is \$129.3 million per the FY25 certification statement, shown as Exhibit 585, which is made a part hereof with like effect.

2) ITD FY2025 Annual Report. Per Idaho Code, Section 40-136, the Board is required to submit an agency annual report on the financial condition and management of ITD to the Governor. The final report has been revised to include suggestions received from the Board at its October 2025 board meeting.

3) 2025 – 2026 ITD pending administrative rules. For final approval of ITD's two proposed administrative rules as pending rules – License Plate Provisions and Ignition Interlock Devices. The changes focus on non-substantive edits, consolidations, and removing restrictions and redundancies with Idaho Code. The rules were published for a second round of public comment through October 22nd. No additional comments were received.

Informational Items.

1) Contract awards and advertisements. There were no ITD and one Local contract awarded that did not require Board approval from October 1 - 31, 2025.

The list of projects currently under advertisement was provided.

2) Professional services agreements and term agreement work tasks report. From September 22, 2025, to October 21, 2025, 22 new professional services agreements and work tasks were processed, totaling \$4,003,329. Eleven supplemental agreements to existing professional services agreements were processed during this period for \$5,743,960.

3) Monthly report of federal formula program funding through October 30. Idaho received FY26 apportionments of \$416.2 million and obligation authority of \$365.2 through Sept. 30, 2026. When federal funding legislation is passed, obligation authority will be adjusted per the requirements of the funding bill. Allotted program funding through Sept. 30, 2026, is \$439 million with \$430 million remaining.

Director's Monthly Report. Director Stokes invited District 5 Engineer Todd Hubbard to provide an update on the I-15 Riverton Road Bridge in Blackfoot incident that occurred on October 30th. DE-5 Hubbard reported a milk tanker struck the bridge resulting in southbound and northbound closures of I-15. Traffic was detoured to US-91. In consultation with ITD's state bridge engineer and contractors, a temporary fix was executed to add supporting interlocking concrete block towers – topped with wood cribbing. The total closure lasted 28 hours. Currently, southbound traffic is down to one lane. Assessments are ongoing to determine the best course of action to either repair or replace the bridge.

In response to Member Watkins' question regarding repair cost estimates, DE-5 Hubbard stated preliminary estimates range between \$200,000 to \$250,000 for the emergency repair to restore traffic. He added there is a bridge replacement project currently in design in coordination with a Transportation Expansion and Congestion Mitigation (TECM) project but reiterated the determination to proceed with either repair or replacement is pending cost estimates.

Director Stokes reported on the completion of their employee visits, an all-staff virtual town hall meeting, the updated Ideal Workplace Action Plan, a legislative preview, and operational priority of the highway system. Some highlights included showing an Idaho map, delineated by district, that features stickers placed by employees that captured the impacts of ITD's five focus area. Executive staff traveled with that map as part of their statewide employee visits. They also posed the question of, "What is one thing you like about working for ITD?" The top response was the people. Staff enjoy working on complex projects and the flexibility ITD provides. The recent all staff virtual town hall had over 800 attendees over two sessions that included a 30-minute Q&A session. Director Stokes reviewed the Ideal Workplace Action Plan that includes enhanced onboarding and prioritization of innovation. Employees' number one request in how the employee experience can be better at ITD was process improvement and leadership intends to follow-up.

Director Stokes gave a legislative preview for the upcoming legislative session and budget status. Due to state-level revenue concerns, ITD increased its FY26 budget contingency to \$45 million. Currently, ITD's revenue from user fees is solid; however, at a recent Joint Finance Appropriation Committee workshop, Legislative Services Office (LSO) reported a \$555 million revenue shortfall for FY27. He recapped the Governor's Executive Order (EO) directives and 3% holdback for FY26. Reduction in Strategic Initiative Program Funding (SIPF) is anticipated for FY26, although the holdback amount is not yet known, with the potential of no SIPF funding in FY27. ITD is taking a cautious approach to investments, actively looking at options and staying in communication with Division of Financial Management (DFM) and LSO. ITD will continue to plan and design; however, will take a prioritized operational strategy to preserve and restore the current system and then, when funding allows, expand the highway system.

In response to Member Watkins' inquiry about the Governor's EO to report on vacant positions and potentially losing any, Director Stokes stated ITD did not have any positions over the required 6-month vacancy period. Currently, they have less than 10 vacancies.

Quarterly State Fiscal Year 2026 Financial Statements. Financial Controller Robbie Swajkoski reported on the first quarter FY26 financials (July – September). 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 for the SHF, Federal aid funding is \$22 million behind forecast; however, miscellaneous funds are

ahead of forecast due to the revenue from the new black license plates. The plate has generated \$1M through October, which does not include personalization fees, with 21,000 plates sold. Overall, HDA revenue is strong - ahead of forecast by 5%. Expenditures for the SHF, vacancies are very low (\$800K in salary savings). There is a shift to accelerate bids for capital items from the end of fiscal year to the beginning, that is why expenditures are above forecast (\$14.4M). Contract construction was below forecast by 7% but reduced to 3% in October. Revenue to AERO is below forecast due to aviation fuel (about \$250K decrease); however, miscellaneous and Federal aid are above projections - \$476K and \$16K respectively. Expenditures for AERO overall are behind forecast mainly due to timing with allotments and trustee and benefits. AERO has filled all four of its pilot positions. With the passage of HB25, TECM revenue will increase from \$80M to \$100 starting in FY26. Currently no funds have been received from the cigarette tax, which is to be expected – that minimal funding typically is received late 4th quarter. TECM expenditures for pay-as-you-go total \$15M with \$19.4M in debt service. SIPF's cash balance is \$334.5M with \$23M in expenditures - all cash on-hand is committed to projects. Transfer-ins for the first quarter have not been received yet. Staff is in close communication with DFM and LSO. Bond proceeds expenses for GARVEE and TECM are \$1K and \$116.6M respectively. CARES Act funding is budgeted at \$565K which is expected to be spent by end of year, which will close out the grant.

Fiscal Year 2027 Budget Revision #1. Financial Manager Kirk Weiskircher reviewed adjustments made to ITD's FY27 appropriation request since August. Some highlights included the overall Maintenance Budget increased by \$1.8M, for a total of \$942M, mainly due to the Statewide Cost Allocation Program cost adjustment of \$1.47M. Staff is working with DFM to address how to report increases for contracts (\$.11M was added to the budget). Change in employee compensation, health insurance, and variable benefits decreased. Enhancement requests total \$95M that reflects decreases of \$250K in Aeronautics' grant request, \$.31M in Highways' new equipment request, \$.25M in replacement equipment and \$1.20M in general inflation. The reduction in general inflation (for items such as information technology contracts, salt, and utilities) was at the direction of DFM to have agencies absorb those costs through their ongoing base. ITD's Appropriation total is \$1.037 billion (down \$0.21M from August) - with debt service and Leading Idaho funds, for a Program Funding total of \$1.387 billion.

In response to Member Watkins' inquiry about the ability to remove general inflation and its impact, FM Weiskircher stated because ITD had spending authority for FY25 that was not expended, DFM believes that ITD has more spending authority than is necessary to carry out its programs. DFM is suggesting ITD use this excess spending authority in FY27 to absorb any increase in inflation costs instead of asking for additional spending authority.

Dealer Advisory Board Annual Report. Dealer Advisory Board member Jim White, and former chairman, reported on current DAB membership and elections, update on Idaho Consumer Asset Recovery (ICAR) activities, wholesaler dealer changes, and dealer bond limits. Some highlights included Con Paulos was elected as the new chairman (he was unable to attend) and Dennis Foltz and Mitch Loveland are new members replacing two of the four

outgoing members. Two ICAR claims totaling \$50,000 were approved. A Wholesale Working Group was formed to discuss upcoming changes to key provisions in Idaho Code, 49-1606 – Classes of Licenses – Nonresident Dealers, Section (3). Currently, the dealer bond limit is \$20,000, which the DAB recognizes is too low. The average vehicle cost is \$25,000. It would take legislation to raise the limit; however, a sponsor has not been identified yet. The DAB will continue its efforts on this issue.

In response to Member Bulger's question about public access to ICAR claims decisions, DAB Member White responded, before a claim can be approved by ICAR, there must be a judgement made by the district court. He was not aware of other publications making the information available to the public – unless outcomes were posted on DMV's website. Deputy Attorney General Tim Thomas offered he would look into the legality of posting ICAR vehicle dealer claim decisions on ITD's website.

Director Stokes left at the break to attend another meeting.

ITD/Associated General Contractors (AGC) Excellence in Construction Partnering Awards. Chief Engineer Dave Kuisti kicked off the 6th Annual 2025 Partnering Awards recognition amongst ITD, the Local Highway Technical Assistance Council (LHTAC), and AGC contracting community and reviewed the eight-point judging criteria. There were 31 entries representing each of ITD's six districts. The judging panel is comprised of members from ITD, LHTAC, and the statewide district engineers.

Communications Manager John Tomlinson announced the four bronze award winners and 22 silver award winners. Next, the three gold award winners and two top gold award winners were announced. The two top gold award projects were for the US-95, Thorn Creek to Moscow project and Buckhorn Creek Road Bridge replacement. Each winner was presented with a certificate.

CE Kuisti and CM Tomlinson also thanked the engineering and consultant communities.

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 SH-75, Bellevue to Broadway Run by AECOM; SH-19, Centennial Way by DKS Associates (Six-Mile Engineering); I-15, Northgate by Atlas Technical Consultants; and Access to Opportunity (ACHD) by Parametrix. SDE Crider reviewed the project's background and justification and outlined the requested authorization.

SDE Crider also called out an error in the total authorization agreement amount for the I-15, Northgate to Fort Hall project. Figures were transposed and as such, the total amount should be corrected to \$14,940,685.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to
ITB25-80 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
23342 ¹ / Design	SH-75, Bellevue to Broadway Run, Blaine County	4	\$9,000,000	\$9,000,000	\$1,600,000	\$10,600,000
13484 ¹ / Design	SH-19, Centennial way Intersection Improvements, Caldwell	3	\$514,507		\$500,000	\$1,014,707
24307/24 308 ¹ / CE&I	I-15, Northgate to Fort Hall-North & South, Bannock County	5	\$6,213,022	\$6,213,022	\$8,727,663	\$14,490,685 \$14,940,685
23833 ¹ / Design	Access to Opportunity, ACHD	ACHD	\$5,716,466	\$6,459,500	\$1,768,485	\$7,484,951

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

ITD's Statewide Planning: A Look Ahead. Division Administrator Amy Schroeder presented growth around the state, ongoing planning studies, and the Long Range Transportation Plan (LRTP) update. Some highlights included ITD takes a methodical and phased

approach to transportation investments, balancing resources to maintain the current system before expansion, and through project delivery and metric accountability in times of historic investments in transportation. ITD takes a proactive approach to planning by engaging locals and the community to ensure they are defining their concerns, which is crucial to planning a comprehensive statewide transportation network. DA Schroeder reviewed three planning study categories: Larger Regional – where needs and scope are not fully known; Corridor – ongoing scope/refinement based on defined needs; and Traffic and Safety – gathering technical data and doing outreach to define needs. The list of Planning Studies – Statewide Summary, as shown as Exhibit 586, which is made a part hereof with like effect, details all the studies per category. The larger planning studies focus on urban areas. All but one of the ongoing corridor studies are TECM corridors and have unfunded components. The traffic and safety studies proactively define scope and concept to identify concerns. ITD continues to work in all areas of the state while being mindful of impacts to communities, property owners, available funding, and limited resources. An excerpt from the 1955 Annual Report, Idaho State Archives, was shared on the step-by-step process of building highways. The LRTP is a federally required document that is updated every five years with a general 20-year horizon (2050 for this update) that provides an essential statewide foundational perspective for long range planning. It includes multiple modes of transportation and considers factors such as growth, travel demands, land use, safety and economic development. Open house dates have been set for November and December 2025 with one in each district. A draft, available for public review and comment, will be done by next summer.

District 3 Engineer Jason Brinkman reported on ongoing studies in District 3 – notably in the Treasure Valley - Ada and Canyon Counties. Some highlights included I-84 between Garrity Blvd. in Nampa and the Wye Interchange in Boise. The initial traffic modeling work is done that will consider future needs out to 2055. More discussion on findings will take place next year. DE-3 Brinkman reviewed long-range concepts that would provide highway connectivity south of I-84 (Kuna area) that recognizes development growth (land use, utilities, schools, fire stations, etc.). The concepts have been discussed, but not vetted, with local jurisdictions. The Kuna-Mora Road is the subject of travel demand modeling to test what type of traffic would be attracted if upgraded. Currently, there are no north-south roads that go all the way through from I-84. Other connections that are being modeled include Orchard Ave., Cole Rd., SH-69, Eagle Rd., and extending SH-16. Results will be shared with the Board at a future date. Another study that is underway is I-84 going southeast from the Gowen Rd. area to Mountain Home to examine how to widen it for a third lane in each direction. This study is in the NEPA process along with four other studies such as SH-16 Jct. SH-44 to Emmett and SH-55 Jct. Pear to Farmway. Future build-out costs from these studies alone is in the billions of dollars, not including other studies underway statewide. The earliest projects that can be designed and constructed are in eight to 20-year timeframe, with some such as southern Ada/Canyon Counties even longer.

In response to Member Watkins' question about using the median to add a third lane on I-84 east of Boise to Mountain Home, DE-3 Brinkman stated they consider a blend of strategies

due to the terrain. There are vertical differences in elevation and drainage issues to consider making it more difficult to construct and maintain.

Annual Update on ITD's Research Program. Research Program Manager Amanda Laib introduced the new Principal Research Analyst Casey Walker. PM Laib presented a program funding overview, the FFY25 completed projects, recent accomplishments, active projects, and new projects for FFY26. Some highlights included the FFY26 Research Program budget is \$2.55 million (11% in state dollars) with 38% of the program budget comprised of research projects requested ITD staff. The Research Advisory Council reviews requests and sets funding priorities. A 2025 project was highlighted for DMV's Customer Survey – 74% of Idahoans rated DMV service as excellent or good. An award-winning innovation went to staff who developed two tools to help ITD make objective, data investment decisions. Some recently completed projects were Annual Average Daily Traffic estimation and validation tools for local off-system public roads and wrong way driver hot spot analysis. Current projects such as geotechnical asset management for rock slopes and rockfall risk are underway. Some new research projects include evaluation of signs at highway-rail crossings and development of a statewide asset inventory roadmap. In FY26, ITD is participating in 35 pooled-funded projects, the National Cooperative Highway Research Program, and 16 American Association of State Highway and Transportation Officials technical service programs.

In response to Member Hoff's question regarding a research project for car and truck speed differential and any effort to synchronize speed, PM Laib stated they do not have any ITD research projects. They have done commercial analysis crash studies. Chief External Affairs Officer Mollie McCarty offered that in the past ITD was involved in a legislative working group who studied this issue. It was determined then that it was a policy decision; however, the legislature was not inclined to make any changes.

In response to Member Watkins' inquiry about research on how artificial intelligence can drive efficiency and data, PM Laib responded that they have not received any requests for an AI project. On a national scale, ITD is serving on a newly formed AASHTO task force. Member Watkins encouraged staff to lean into AI use, especially with tighter budgets on the horizon.

Annual Employee Safety Program Update. Employee Safety & Risk Manager Randy Danner provided an update on employee safety injuries data and trends, the recent safety champions meeting, and some safety innovations. Highlights included the number of recordable injury incidents since FY20 to FY25 were reduced from 40 to 20 injuries respectively. ITD's FY25 Total Incident Rate (TIR) for recordable injuries (per 100 full-time employees) was only 1.18 in comparison to the industry standard of 2.7. Other state departments of transportation have inquired about ITD's approach and how they can model their culture of safety. The 4th Annual Safety Champions meeting was held in October with over 50 statewide ITD attendees. This year's theme was problem solving through innovations. The group identified ways to reduce the need for staff to climb up and down from trucks to check the

contents of the bed. Some solutions and other innovations included placing a mirror on a pole to help inspect the bed of the truck and use of cameras to help alleviate injuries.

Member Franz commended staff on their efforts of having a low TIR and asked if they established a goal. ESRM Danner stated the goal is always zero as they strive to improve. Member Franz recommended setting a new goal of potentially 1.5.

Member Bulger left to attend another meeting.

Executive Session on Legal and Personnel Issues. Member Franz made a motion to meet in executive session at 11:28 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Hoff seconded the motion and it passed unanimously by roll call vote. Chairman Osborn stated the meeting will adjourn at the conclusion of executive session.

Director Stokes rejoined the meeting.

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

The Board ended executive session at 12:18 PM.

WHEREUPON, the Idaho Transportation Board adjourned its regular monthly meeting at 12:18 PM.

Read and Approved
December 10, 2025
Boise, Idaho

Signed

GARY OSBORN, PRESIDING CHAIRMAN
Idaho Transportation Board