

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
July 15 & 16, 2026

The Idaho Transportation Board met at 9:30 AM on Wednesday, July 15, 2026, in Boise, Idaho. The following principals were present:

Paul Franz, Member – District 1
Gary Osborn, Vice Chair - District 2
Julie DeLorenzo, Member – District 3
Mitch Watkins, Member – District 4
John Bulger, Member – District 5
Cortney Liddiard, Member – District 6
Alberto Gonzalez, Director
Dave Kuisti, Chief Deputy
Lorraine Dennis, Business Executive to the Board

Chairman Bill Moad was unable to attend. Vice Chair Osborn presided over the meeting.

District 1 Tour. The Board toured the District 1 Office new lab, took a driving tour of US-95 and I-90, and stopped at the Huetter Rest Area where they received an update on the truck parking study.

Open House. A stakeholder outreach session was held at the Hampton Inn in Coeur d’Alene. Member Franz welcomed attendees and introduced the Board. CD Kuisti provided brief remarks and stated ITD’s commitment to working with the community on transportation issues. District Engineer Ryan Hawkins provided attendees with an overview of the open house style session and commented on the importance of receiving feedback at today’s session. Display boards, ranging from local projects to funding, were placed around the room to facilitate engagement amongst the board, staff, and attendees.

WHEREUPON, the Idaho Transportation Board’s open house recessed at 3:00 PM.

July 16, 2026

The Idaho Transportation Board convened at 8:00 AM on Thursday, July 16, 2026, for the business meeting held at the District 1 Office in Coeur d’Alene, Idaho. Members from the previous day were present. Lead Deputy Attorney General Gary Luke joined.

Chairman Osborn welcomed ITD’s new Director Alberto Gonzalez and Lead Deputy Attorney General (DAG) Gary Luke.

Safety Share. Safety and Compliance Officer Jim Allison reported on the importance of doing routine equipment maintenance both at work and home. He cited examples of scenarios where incidents could have been prevented had that maintenance taken place.

Board Minutes. Member Bulger made a motion to approve the minutes of June 16 & 17, 2026, seconded by Member Watkins, and the motion passed unanimously.

Board Meeting Dates. The next board meeting is August 19 & 20, 2026, in Rigby.

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-
ITB26-40 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 Trucking Advisory Council reappointments for Districts' 2 and 5 and adjustments to the Local Transportation Alternatives Program, Federal Land Access Program, and Community Planning Association of Southwest Idaho's program.

1) Trucking Advisory Council (TAC), membership reappointment, District 2. Board approval to reappoint TAC District 2 Member Tim Christopherson for the term of January 1, 2026 through December 31, 2028.

2) Trucking Advisory Council, membership reappointment, District 5. Board approval to reappoint TAC District 5 Member Dave McNabb for the term of January 1, 2026 through December 31, 2028.

3) Transportation Alternatives Program adjustments. On behalf of local sponsors, the Local Highway Technical Assistance Council (LHTAC) requests an adjustment to the Transportation Alternatives Program (TAP), advancing a project and delaying several others to balance appropriate federal funds and use of all available TAP funding.

4) Federal Land Access Program adjustments. On behalf of Western Federal Lands, LHTAC requests to advance \$3.2 million in construction funds from FY27 to FY26 for Pine-Featherville Road Rehabilitation project, Key No. 22606.

5) Transportation Management Area Program adjustments. On behalf of Ada County Highway District, Community Planning Association of Southwest Idaho (COMPASS) requests an adjustment to the Transportation Management Area Program. It will add one new

project to the FY26-FY32 Transportation Improvement Program, 43rd Street, Ustick Road to the Boise River Greenbelt in Garden City for \$100,000.

Informational Items.

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

The list of projects currently under advertisement was provided.

2) Monthly report of federal formula program funding through June 30. 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 \$466.5 million. Allotted program funding through September 30th is \$441.4 million with \$96.3 million remaining as of June 30th.

3) Professional services agreements and term agreements work tasks report. From May 24, 2026 to June 20, 2026, 30 new professional services agreements and work tasks were processed totaling \$11,358,854. Nine supplemental agreements to existing professional services agreements were processed during this period for \$10,267,519.

4) Draft Division of Financial Management FY27-30 Strategic Plan Report. Idaho Code 67-1903 – 67-1904 requires all state agencies to submit an annual Strategic Plan covering a minimum of four years. The required elements as established in Idaho Code, and additional guidance set by the Division of Financial Management (DFM), include a vision and mission statement, goals and objectives, performance measures and benchmarks, and key external factors. The draft plan is submitted for Board input with approval next month.

5) Draft Division of Financial Management FY26 Performance Report. Idaho Code 67-190 requires all state agencies to submit an annual performance report to DFM by August. The required elements include an agency overview, core functions, revenue and expenditures, key services, and performance measures. The draft FY26 Performance Report is submitted for Board input with approval next month.

6) Administrative settlements in right-of-way acquisitions. During the semi-annual period of January 1, 2026, through June 30, 2026, ITD processed 34 parcels. Of the 34 parcels, 13 had an administrative settlement. The value of all parcels processed totaled \$7.9 million. There was one parcel reported from a previous ongoing acquisition of \$2,459.53 for the Meridian Road to Eagle Road Interchange project.

7) SH-25 school zone speed limit at Minico High School in Rupert. Change to the minute entries for speed control zones in July 2026. The change is on SH-25 fronting Minico High School, located between Paul and Rupert, from mile post 48-930 to 49.310 from 45 MPH to 35 MPH.

8) State fiscal year 2026 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of May 31 are above forecast (1.8%) with revenues in the Highway Distribution Account above forecast by 1.4%. State revenues to the State Aeronautics Fund were below forecast by 24.9%. As a result, the forecast was revised by \$875K. The funds are now above expectation at 4.5%. State fuel tax revenue is 23.5% above projections. The Department's expenditures remain within planned budgets. Personnel costs savings of \$5.9M are due to vacancies and timing. Contract construction cash expenditures in the SHA are \$418.4M, and total construction expenditures from the five different funds sources total \$875.5M.

The balance of long-term investments is \$197.2M. These funds are committed to construction projects and encumbrances. The cash balance is \$134.9M. Expenditures in the Strategic Initiatives Program Fund are \$67.2M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$100M. FY26 expenditures for the Federal CARES Act fund for is \$400K. Expenditures for the TECM bond program during this period are \$346.1M and the GARVEE debt service stands at \$62.1M.

Adopt-A-Highway (AAH) Presentation. Member Franz announced the AAH 2025 Group of the Year Award is the Sandpoint Monday Hikers. They adopted a section of US-95 from mile posts 481.7 – 483.7. They have been active in the program for 31 years. The group thanked ITD and the Board for the award.

Director's Monthly Report. Chief Deputy Dave Kuisti thanked District 1 staff for hosting the stakeholder Open House session yesterday and stated community engagement remains a top priority as ITD continues to deliver critical community projects. CD Kuisti reported on ITD's State Roadeo competition and new staff roles. Some highlights included of the top six places, the Roadeo's top spot went to District 5's Preston Foreman Jed Gregerson. The Roadeo represents ITD's commitment to safety on Idaho roads and is designed to make staff better operators and reduce costs. He thanked District 3 for hosting the event. In honor of former Director Stokes' last day, a snowplow was named after him, "Straight from Scott." The following staff are taking on new roles at ITD, Lead Deputy Attorney General Gary Luke (15 years state service with ITD), Human Resources Officer Janelle McDonald (8 years state service) and District 2 Engineer Bob Schumacher (30 years with ITD). CD Kuisti turned over the time to ITD's new Director Alberto Gonzalez to make remarks.

Director Gonzalez reported he left ITD four years ago to lead the Office of Information Technology Services but has continually monitored ITD's achievements and remained in contact with staff. He acknowledged the work ITD does in connecting with communities and the impact to the economy and plans to build on those traditions. He is looking forward to leveraging technology, recognizing recent modernization efforts in DMV and Department of Health and Welfare, and how that enables efficiencies and improves employee fulfillment. Focus will also remain on safety and mobility, and he intends to listen to employees. The Division of Human Resources employee survey is currently open. ITD is at 70% participation

rate. The survey closes this Friday. Director Gonzalez concluded with a reminder that the Idaho Transportation Investment Program's open comment period runs through July. He stated with the funding changes, ITD will need to be creative and recognize smaller investments that will have big impact.

District Engineer Annual Report. District 1 Engineer Ryan Hawkins presented his annual report. He recognized his team and reported on operations, public outreach, project delivery, growth challenges, and corridor improvement projects. Some highlights included District 1 (D1) had 807 winter storm events with 10,581 storm hours – exceeding their statewide goal achieving 87%. D1 removed 4,513 hazardous trees. In partnership with Idaho State Police and ITD's Highway Safety, a safety workshop was conducted for the US-95 corridor – north of Sandpoint to Bonners Ferry. There were 272 participants. D1 has 20 active construction projects and six designed large-scale projects such as the I-90 project. A total of 109 claims were submitted for damage to state property, of which, D1 recouped \$1.12 million. According to housing growth and the census, population growth is spreading to the Rathdrum Prairie area with volumes increasing over 62%. Several corridor improvement projects were identified within the district's high growth area. The following projects are US-95 Fastlane, US-95/SH-53 Interchange, SH-53 Latah to 9.3, SH-53 Hauser to Bruss, SH-41 expansion, SH-41 Interchange, SH-53 Pleasantview Interchange, I-90 expansion, and I-90/US-95 Interchange. All but the latter have been built or near completion.

In response to Member Watkins' inquiry about the FEMA claim due to wildfires late 2025, DE-1 Hawkins stated the claim was for a severe windstorm that impacted east and south Coeur d'Alene knocking out power and some trees. They received help from District 2 who also submitted a claim. Just prior to the windstorm, a flood occurred impacting the CDA bridge for which a claim was submitted. Member Watkins commented about the importance of those assets and recouping costs. DE-1 Hawkins stated that staff are working on tracking assets so when these disasters arise, they can capture that data.

Board Unallocated Funds Request for a Traffic Signal at US-95 and Dufort Road. District 1 Engineer Ryan Hawkins reported on the request for a traffic signal at US-95 and Dufort Road. Some highlighted included from 2020 to 2024, traffic volumes on US-95 and Dufort road have increased along with the total number of crashes. Of the total 18 crashes from 2021 to 2025, two were fatal. The project will include advance flashing-beacon warning signs. The final design will be completed this summer with construction and completion anticipated by fall 2027. The longer completion date is due to material procurement lead times taking up to 18 months.

Member Franz 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
ITB26-41 Transportation Department's mission of safety, mobility, and economic

opportunity; and

WHEREAS, it is in the public interest for ITD to signalize the intersection of US 95 and Dufort Road due to increasing volumes and safety concerns on Dufort Road; and

WHEREAS, ITD District 1 is proposing a new project, US 95 and Dufort Road Traffic Signal, which would consist of installing a signal and associated improvements at the intersection of US 95 and Dufort Road; and

WHEREAS, ITD is prepared to incorporate this project into the approved FY 2026–2032 and draft FY 2027–2033 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that the Board approves the addition of the US 95 and Dufort Road Traffic Signal project to the approved FY26–32 and draft FY27–33 ITIP using FY27 Board Unallocated Funds for a total estimated cost of \$1,000,000.

DMV Modernization Update. DMV Administrator Lisa McClellan reported a Dealer Advisory Board (DAB) update, community outreach at the Declo port of entry (POE), innovation projects through artificial intelligence (AI), and DMV hybrid efforts with the counties. Some highlights included Kendall Automotive Chief Executive Officer Dave Blewett was appointed to serve on the DAB. DMV learned from the community that trucks, that would be required to stop at the POE, were bypassing the fixed POE on I-84 in Declo. Staff counted 82 trucks using SH-81 to SH-77 as a bypass. As a result, a roving port was staged at the intersection of SH-81 and SH-77. Four AI projects were highlights such as for document intelligence versus manual data entry and personalized license plate review enabling greater staff efficiency. Since the beginning of 2026, three counties have combined their DMV services with their local assessor's office. Currently, out of the 44 counties, nine counties combined services with six more anticipated this summer. Combining offices reduces operating costs for both the counties and ITD.

Deputy DMV Administrator CJ Kendrick reported on DMV's Skip the Trip (STT), dealer portal, and eDMV initiatives. Some highlights included over two million transactions for DMV's online registration portal were recorded in FY26. Coming this summer, a pilot project deploying kiosk stations for registration renewal at select Albertsons will be available in the Treasure Valley – drivers licenses are forthcoming. The Dealer Portal Phase 2 project was completed that gave dealers the ability to submit titles electronically at no additional cost and potentially \$1 million savings for the industry. The eDMV initiative started with partnering with the Department of Corrections to provide identification cards, which required equipment and training their employees. Now, tablets are used to take photos.

Staff anticipates expanding that technology to juvenile corrections and POEs. eDMV is also being leveraged at veteran homes to create IDs for veterans.

In response to Member Bulger's question regarding growth and increase potential for SST, DA Kendrick stated transactions continue to grow and DMV just re-evaluated their goals because they had exceeded them.

Member Bulger also inquired about impediments for counties in moving to a DMV hybrid office. DA Kendrick stated in the past some reluctance was due to the economics of collecting the \$3 administrative fee. A big contributor is the awareness of STT. Staff are working on advertising through press releases and social media especially as the younger generation is demanding more online services be available.

DMV Administrator McClellan provided an update on e-licensing at Member Bulger's request. There is legislation in process that ITD anticipates this upcoming legislative session that would allow all customers to access digital ID.

In response to Member Watkins' question regarding the elimination of registration stickers for boats, DA Kendricks replied that transaction resides with Parks and Recreation; however, staff are in conversation with them and other agencies to offer solutions.

Rathdrum Prairie Area Transportation Study. Engineering Manager Jerry Wilson provided an overview of the Rathdrum Prairie Area Transportation Study, input received, screening process, screening alternatives, next steps, and the project development process. Some highlights included beginning in 2023, five stakeholder and public involvement meetings were held that included the Kootenai Metropolitan Planning Organization. The screening process involved a 3-tiered approach going from 53 options identified in level 1 to 13 in level 2. Currently, staff is in the level 3 evaluation process to find the most effective overall solutions. Nineteen elements were also identified that could be combined with alternatives or done as separate local projects. Other agency coordination such as with the airport, transit and aquifer protection board took place. Some key screening criteria were volume to capacity, travel time savings, and benefit-cost analysis. EM Wilson reviewed the various alternatives and combined alternatives and level of service output for each and traffic analysis. He noted that travel times would improve but they could see an increase in crashes; however, countermeasures to install improvements are also being evaluated. Next steps are to gather feedback on the alternatives and combinations, revise based on public comments, and finalize the planning and environmental linkage study. Staff will seek board approval this fall on recommendations to advance to the NEPA process.

In response to Member Watkin's question regarding the easiest and most affordable options to relieve pressure on US-95, EM Wilson stated putting a third lane would be the most efficient because ITD owns the right-of-way. Adding an interchange at the Huetter

corridor is important due to continued development and would be a significant improvement as well as improvements on SH-53.

In response to Member DeLorenzo's inquiry regarding the ability to phase work if funding is not available, EM Wilson replied that if FHWA approves the study all the alternatives would move into the NEPA process and any scenario would most likely be phased due to the high costs.

District 1 Highway Safety Partners. Highway Safety Project Coordinator Jillian Garrigues reported on the Cheers to the Designated Driver campaign in Spirit Lake centering around America 250 July 4th celebrations. Table toppers materials and drink coasters were placed in local bars to encourage a sober ride home. The Office of Highway Safety (OHS) partnered with Alliance Highway Safety (AHS) who had a booth setup at the Capitol celebration in Boise for the Drive well, Idaho campaign.

AHS representative Dustin Stilbred presented information on the nationwide Choices Matter Program that reaches out to high school students across the state such as Kootenai and Shoshone Counties. AHS has worked with over 40 states. Students from Timberlake, North Idaho Christian, and Wallace were some of the schools who participated in the outreach program that focused on choices regarding distracted, impaired and aggressive driving, and seat belts usage. They heard from various presenters, engaged in interactive displays, learned about social media and experienced a virtual reality simulator.

2027 ITD Legislative Proposals. Governmental Affairs Manager Colby Cameron reviewed ITD's draft legislative proposals. In the past, ITD has focused on changes for the betterment of the customers and streamlining processes. Three administrative rules were initially proposed, but it was recommended to move two of those shorter rules to statute. One is legalization of overloaded vehicles that still allows what was in former rule, overweight vehicles must come into compliance unless they have a perishable food item and are given authority to travel onto a safe area. The other proposal is a fee for providing automated records. ITD shares certain records with other agencies per request – mainly from DMV and OHS. A \$75 fee was added for preparing records. Next steps are to forward to the Division of Financial Management in early August for consideration and then Legislative Services Office would prepare the legislation.

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

RES. NO. WHEREAS, the Idaho Governor's Office has directed that state agencies
ITB26-42 submit proposed 2027 legislation to the Division of Financial Management
 (DFM) for review and approval; and
 WHEREAS, Idaho Transportation Department (ITD) staff presented two draft
 legislative proposals at the July 2026 Board meeting for consideration during
 the 2027 legislative session; and

WHEREAS, DFM will review the following legislative ideas, also authorizing the development of draft legislation to be submitted for its review and approval:

1. Legalization of Overloaded Vehicles
2. Fee for Providing Automated Records

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves ITD's two legislative proposals and submittal to DFM and the Governor's Office for further consideration.

Request to Approve Consultant Agreements. Per Board Policy 4001 threshold limits, State Design Engineer Monica Crider presented the request for agreement authorization for construction, engineering and inspection and design services. The projects, as shown in the resolution, are Simco Rd. rehabilitation and safety improvements by HMM, LLC, and I-84, Five Mile Road. Overpass and widening by HDR Engineering. SDE Crider reviewed the project background and justification and outlined the requested authorization.

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

RES. NO. ITB26-43 WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to authorize professional services agreements greater than \$2,000,000 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
21981, 23746, 22879, 24280 ² / CEI	Simco Rd Rehabilitation and safety	3	\$571,825	\$571,825	\$147,019	\$718,844

	improvements, Elmore County					
23095 ¹ / Design	I-84, Five Mile Rd Overpass and Widening, Boise	3	\$2,619,488	\$2,619,488	\$101,050	\$2,720,538

1 Professional Agreements > \$2M

2 Work Task Agreements > \$500K

3 Cumulative Work Task Agreement for project > \$1.5M

4 Consultant Two-year Work Task total > \$1.5M

Construction Cost Trends Update. Chief Engineer Chad Clawson provided an overview on cost mitigation and control, construction cost history, regional cost and unit price indicators, bid unit cost indicators, and 4-year project bid summary. Some highlights included key mitigation practices which ranged from monitoring indices and tracking bid unit prices to partnering on specifications and conducting regular industry meetings. According to Idaho's annual cost index, material costs have increased 90% from 2017 to 2024. Regional costs from July 2025 to July 2026 show fuel and liquid asphalt increased by 13% and 17.5% respectively. In Idaho, bid unit costs for asphalt pavement are up 12% over the 2025 average (and up 30% since 2021) – the National Producer Price Index (NPPI) increased 7.6%. Concrete decreased 14% from the 2025 average – NPPI increased 2.8%. Metal reinforcement decreased 4% - NPPI increased 11%. ITD's state infrastructure projects bid totaled 35 with 23% below the engineer's estimate averaging four bidders per project. Since 2020, ITD continues to work with industry partners. Some activities include ITD/Associated General Contractors executive contractor annual meetings, pre-bid contractor meetings, early payment of materials on-hand, annual excellence in construction partnering awards (114 project awarded since 2020), and timely estimate reviews through bid openings.

Member Watkins commented on the importance of accurate project bid estimating in light of consistently over estimating projects. He also noted the escalating inflation costs in comparison to dollars allocated and the need to discuss that with legislative partners. He stated funding is not keeping pace to even do basic maintenance and the importance of understanding those inflationary impacts to adjust and be as responsive as possible.

2025 Idaho Traffic Data Update. Roadway Data Manager Margaret Pridmore reported on the annual vehicle miles traveled (AVMT) statistics for 2025. Some highlights included statewide AVMT is 20.6 billion and 11.6 billion on state highways – 56% of the AVMT are on state highways. Of the 11.6 billion AVMT, 5.1 billion are on interstates and 6.5 billion on non-interstate roads, and of the 20.6 billion statewide, 9.0 billion AVMT are on urban and 11.6 billion on rural roads. The annual average daily traffic data for every public road is published annually – August 1, 2026. From 1996 to 2025, Idaho's total AVMT outpaced the

30-year trend. Current trends indicate that growth is continuing even with higher gas prices. Traffic count data is collected on every federal aid road and is available on ITD's website. Local jurisdictions and others can use that data to support grant applications.

CD Kuisti acknowledged the data team for their work and reliance of that data. He also recognized RDM Pridmore for her 20+ years of service and innovation as this is her last board report because she is retiring. Director Gonzalez stated that RDM Pridmore has been a data champion who spearheaded the Data Summit in effort to innovatively use data.

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

Executive session discussions were on highway legal matters and department personnel issues. The Board ended executive session at 11:40 AM.

Whereupon, the Idaho Transportation Board adjourned its regular monthly meeting at 11:40 AM.

Read and Approved
August 20, 2026
Rigby, Idaho

Signed

GARY OSBORN, PRESIDING CHAIR
Idaho Transportation Board

Lorraine Dennis
Business Executive to the Board