

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
June 16 & 17, 2026

The Idaho Transportation Board met at 8:30 AM on Tuesday, June 16, 2026, in Boise, Idaho. The following principals were present:

Bill Moad, Chairman
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
Scott Stokes, Director
Dave Kuisti, Chief Deputy
Lorraine Dennis, Business Executive to the Board

District 3 Tour. The Board toured the SH-16 corridor from Valnova Way to Franklin Blvd.

Open House. A stakeholder outreach session was held at the Courtyard Marriott in Meridian. Member DeLorenzo welcomed attendees and introduced the Board. CD Kuisti provided brief remarks regarding historic investments in transportation and project delivery, adjusting to lower funding levels, and the importance of receiving feedback at today's session. District Engineer Jason Brinkman provided attendees with an overview of the open house style session and stated his commitment to working with the community on transportation issues. 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.

June 17, 2026

The Idaho Transportation Board convened at 8:30 AM on Wednesday, June 17, 2026, for a budget workshop and business meeting at the District 3 Office in Garden City, Idaho. Members from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Introduction and Overview. Financial Controller Robbie Swajkoski introduced his staff and outlined the agenda presentations.

Revenue Trends. Economic and Research Manager Bob Thompson reported on potential impacts to revenue, legislative actions, historical actual and forecasted revenue

for the State Highway Account (SHA), Highway Distribution Account (HDA), Aeronautics Fund (AERO), and FY26 year-to-date (YTD) revenue. Some highlights included GDP growth is still forecasted; however, consumer confidence is at a record low. House Bill 976 legislative action transfers \$19.7 million interest earnings to the Strategic Initiatives Fund (SIF) and Senate Bill 1332 transfers \$45M back to the General Fund. For FY28, the forecasted revenue is HDA - \$351.2M, Misc. SHA - \$60.3M and AERO fuel tax, plus misc. - \$4.4M (\$2.7M fuel). FY26 YTD revenue amount above forecast through May for the HDA is \$4.9M (2%), HB312, - \$364M (-0.5%), Misc. revenue, -\$1.2M (-2.2%) and AERO, \$214K (4.5%). The Transportation Expansion & Congestion Mitigation (TECM) revenue is \$107.2M and SIF, \$178.8M. The annual forecast will be presented in August 2026.

FY28 Budget Overview. Financial Specialist, Principal Rachel Josephson reported on the budget timeline, FY28 appropriation base adjustments, maintenance budget requests, total program funding, and changes from FY27 to FY28 comparison. Some highlights included some appropriation adjustments are a 27th pay period, change in employee compensation and targeted contracts totaling \$10.14M. The total maintenance budget request with a base of \$912.2M – plus adjustments is \$922.3M. Enhancement requests such as for new equipment, State Street Building renovation, replacement equipment and contract construction and right-of-way total \$228.3M for a total appropriation request of \$1.15 billion. With GARVEE and TECM debt service, FY28 total program funding is \$1.35 billion and 1645 full-time positions. The FY28 appropriation request is up by \$113.7M from FY27 and overall program funding is up by \$135M that includes the last scheduled \$20M increase in the TECM fund.

Six-Year Capital Facilities Plan. Capital Facilities Manager Tony Pirc introduced his team. He reported on FY28 capital facilities projects, the six-year FY28-33 planned projects per district, and Aeronautics' and Headquarters' projects. The Facilities budget has \$7.6M ongoing funding and receives \$15M one-time funding each year for a total of \$22.5M. Some FY28 projects included a District 1 administrative building interior renovation and roof replacement (\$4M), Grangeville maintenance building renovation and extension (\$2.75M) and SH-16, new salt shed, equipment building and fuel island (\$3.5M). Other projects included a new Garden Valley Airport maintenance building for AERO. And for Headquarters, State Street main building and lab renovations and supply shop and campus sprinkler upgrades.

Highway Maintenance Equipment. Fleet Manager Kelley Dick reported on Highways' FY28 fleet replacement (\$31.8M) and new equipment (\$5.6M) request and ITD's Buy-Back Program (\$28.6M). Some highlights included equipment costs have increased by 87% to maintain the same level of service. Highways' total FY28 replacement equipment request is \$68M that includes other items such as lab, shop and communications equipment. Some new equipment items include three street sweepers (\$214,200), one snowplow (\$525,800) and three pickup trucks (\$182,200).

FM Dick provided an overview of ITD's equipment Buy-Back Program, its benefits and current fiscal year values. Some highlights included equipment is purchased by an open competitive bid with a guaranteed buy-back from the vendor – typically 18 to 30 months terms. Currently, 104 pieces have been purchased in the Program from backhoes to loaders. Reduced operating costs and increased inventory are some of the benefits the Program offers. Dealers buy-back and resale to private contractors still net them a significant profit.

FY28 Budget Line Items Details. Financial Manager Kirk Weiskircher reviewed ITD's FY28 appropriate line item requests per division. Some highlights included for the following divisions: Administration - \$52.3M, includes an increase of one full-time position (FTP) that was transferred from DMV and an accounting system upgrade; AERO - \$4.6M, personnel cost enhancement for pilots and aircraft mechanics and equipment; Capital Facilities - \$42.6M, general projects and spending authority for State Street building renovation (\$20M); DMV - \$43.6M, lowers FTP by one and transfer of GEM application to cloud-based platform upgrade (\$2M); Highways - \$332.9M, lane stripping enhancement (\$4.5M) and new equipment such as a temporary bridge and buy-back equipment (\$10M) and general inflation (\$1M); and Contract Construction - \$674.5M, 511 travelers application upgrade, TECM spending authority recovery, and federal grant spending authority (\$69M).

Summarize FY28 Budget Request. Financial Manager Kirk Weiskircher reported on the available funds for contract construction and right of way beginning with FY27 through FY30 based on available cash and the August 2025 revenue forecast. Some highlights included the following of the net funds available after deducting operations expenses: FY27 - \$115.4M; FY28 - \$59.3M, includes one-time expenditures for State Street building; FY29 - \$73.3M; and FY30 - \$72.3M.

Chairman Moad acknowledged Chief Administrative Officer Dave Tolman for his 35 - plus years of service. CAO Tolman thanked the Board and staff.

Safety Share. Staff Engineer Josh Nisson shared the new Type 2 helmet design with chin strap and the importances of providing extra side helmet coverage for employees.

Board Minutes. Member Bulger made a motion to approve the minutes of May 13 & 14, 2026, seconded by Member Watkins, and the motion passed unanimously.

Board Meeting Dates. The next board meeting is July 15 & 16, in Coeur d'Alene.

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-
ITB26-30 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 FY26 allocation of one-time additional federal apportionments, modification of the Rail-Highway Crossing Program, Safety Rest Area and Oasis Partnership Map, 2025 Statewide Functional Classification Map, local Transportation Alternatives Programming adjustments, and contract to award.

1) FY26 allocation of one-time additional federal apportionments. ITD received \$399,000 additional redistributed federal apportionments. The one-time apportionments did not come with obligation authority (OA) and therefore not available to use unless they receive sufficient “redistribution” OA in August 2026. If OA is received for use of these funds in FY26, ITD is proposing the distribution of the funds to State and Local programs be per ITD Policy 4028.

2) Modify the Rail-Highway Crossing Program. Request to adjust the Rail-Highway Crossing Program. Remove the Fish Hatchery Rd., RRX in Bonner County that was incorrectly identified and not eligible because it is a private crossing. And add a new SH-25, Eastern Idaho Railroad, RRX, City of Rupert project.

3) Safety Rest Areas and Oasis Partnership Map update. Per ITD Policy 4044, the Safety Rest Area and Oasis Partnership Map, as shown as Exhibit 590, which is made a part hereof with like effect, has been updated. The update reflects current rest area locations and Oasis partnership agreements available to travelers. The update also includes current and proposed rest areas projects.

4) 2025 Statewide Functional Classification Map update. Per ITD Policy 4060, ITD is responsible for maintaining official functional classification (FC) designation of all roads (state and local) within the state of Idaho. FC for street systems and county highways are reviewed and updated in cooperation with local jurisdictions. The 2025 map update, as shown as Exhibit 591, which is made a part hereof with like effect, reflects several changes to the State Highway System.

5) Local Transportation Alternatives Programming (TAP) adjustments. On behalf of local sponsors, the Local Highway Technical Assistance Council (LHTAC) requests adjusting the TAP - advancing a project and delaying several others to balance out federal funds.

6) Contract to award. The low bid on the following project is more than ten percent over the engineer’s estimate, requiring justification. Staff recommend awarding the contract to the low bidder. Key #24098, District 5, US-89, Geneva Summit to Caribou National Forest to low bidder Gale Lim Construction for \$316,023. The Districts does not believe re-advertising the project would result in a lower bid.

Informational Items.

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

The list of projects currently under advertisement was provided.

2) Monthly report of federal formula program funding through June 1. 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 \$441.4 million with \$96.3 million remaining as of June 1st.

3) Professional services agreements and term agreements work tasks report. From April 26, 2026 to May 23, 2026, 36 new professional services agreements and work tasks were processed totaling \$9,828,802. Eight supplemental agreements to existing professional services agreements were processed during this period for \$13,483,950.

4) State fiscal year 2026 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of April 30th are above forecast (4.3%) with revenues in the Highway Distribution Account above forecast by 3.7% (Misc. revenues are ahead by 16.9%). 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 6.1% above forecast. The Department's expenditures remain within planned budgets. Personnel costs savings of \$5.0M are due to vacancies and timing. Contract construction cash expenditures in the SHA are \$393.5M, and total construction expenditures from the five different funds sources total \$813.7M.

The balance of long-term investments is \$196.6M. These funds are committed to construction projects and encumbrances. The cash balance is \$134.5M. Expenditures in the Strategic Initiatives Program Fund are \$63.8M. 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 \$316.3M and the GARVEE debt service stands at \$61.7M.

Adopt-A-Highway (AAH) Presentation. Member DeLorenzo announced the AAH 2025 Group of the Year Award is K&N Trucking. A husband-and-wife team. They adopted a section of US-95 from mile posts 156 - 158. K&N Trucking has been active in the program since 2013. Representatives thanked ITD and the Board for the award via a taped video message.

Adjustments Subcommittee Report. Member Watkins, Adjustments Subcommittee Chair, reported the subcommittee met on May 7 to review several reclassifications on various roadways that are on today's agenda. The subcommittee supported the changes.

Policies Subcommittee Report. Vice Chair Osborn, Policies Subcommittee Chair, reported the subcommittee met with executive staff to discuss ITD's and the Division of Human Resources' policies regarding the differences and overlap in responsibilities. Staff will continue with their research and retain ITD-based policies as needed.

Director's Monthly Report. Director Stokes thanked District 3 staff for their time at the Open House in Meridian yesterday and financial services staff for efforts on the workshop.

Director Stokes reported on ITD's 75-year anniversary and historical information on the board's organization, future growth in Idaho, and his five focus areas. Some highlights included June 2026 marks the 75th anniversary of the formation of a Idaho Board of Highway Directors back in 1951 – dissolving a former highway commissioner structure. After the first year, the Board centralized into a headquarters building and developed a 10-year highway construction plan. In 1974, with the interstate 87% complete, the Department of Highways became ITD. And in 1995, it went from a three-to-seven-member board. Director Stokes thanked the Board for its guidance and mentorship. In comparison to the two million of annual vehicle miles traveled (AVMT) in 1951, mileage is up to 20 billion in 2025. Idaho is growing ahead of national trends in population and AVMT (34% to 9%). Growth in the Treasure Valley for that same time from 2005 – 2024, shows I-84 at Eagle Road increasing by 38% and SH-55 south of Horseshoe Bend by 76%. Statewide growth reflects AVMT increases too such as SH-48 east of Rigby by 60%, I-15 north of Pocatello by 36% and US-95 north of Coeur d'Alene by 38%. Director Stokes concluded his remarks by acknowledging ITD's #1 asset – its people. He stated a high percentage of staff have been with ITD less than 5 years. He acknowledged staff's leadership and commitment to solving complex problems.

Chairman Moad, along with other members of the Board, thanked Director Stokes for his service. Director Stokes reciprocated his appreciation and thanked them for helping him navigate his last four years of being director.

District Engineer Annual Report. District 3 Engineer Jason Brinkman presented his annual report. He introduced his team and reported on planning, coordination and outreach, various studies and special projects and operations. Some highlights included the district met and collaborated with various transportation partners throughout the year – including processing over 1200 development applications. In response to growth and development, the following six studies were highlighted Payette to Weiser passing lanes and improvements (3-lane crossing section is ready for public review), Rainbow Bridge to McCall, I-84 mobility – Nampa (Garritty) to Boise (I-184), Boise to Mountain Home widening, I-84 to Star Road corridor, and southern Ada and Canyon County connectivity (includes SH-69 and SH-16 extensions - future beltway). Other projects highlighted included the SH-52

and Mill Road signalization intersection in Emmett, SH-16 turn bay and acceleration lane for buses at the Payette River Academy, right turn lane for traffic returning to Boise at SH-21 and Warm Springs, and adding curb, drainage, and sidewalk in Horseshoe Bend, SH-55 (results include higher non-school hours speed from 25 to 35 MPH, as to be determined). DE-3 Brinkman concluded his remarks by recapping the various ongoing maintenance activities such as sign replacement, hazardous tree removal and pothole patching and showcased the design rendering for the new SH-16 shed.

In response to Member Franz' question regarding the cost of the new SH-16 shed, \$10 million versus that of the Preston shed, \$6.5 million, DE-3 Brinkman stated the SH-16 shed includes funding for multiple equipment facilities, a fueling station, and salt shed that accounts for the higher cost.

I-84 Mobility Improvements – Garrity to Wye. DE-3 Brinkman reported on the I-84 mobility study purpose and need, potential Intelligent Transportation Systems (ITS) strategies, future regional congestion, displayed speed maps for existing 2025 to 2055, key findings, recommended alternative, and costs and phasing estimates. Some highlights included the purpose of the study is to identify targeted improvements to enhance traffic flow on I-84. The goal is not to build out of capacity but smooth out merge points – some congestion is acceptable. Ramp metering is among the ITS strategies to control the flow of on-ramp traffic onto I-84 mainline. Speed maps of I-84 westbound (WB) evening and from Meridian Interchange (IC) to Wye IC for a no-build versus 4-lane plus auxiliary lanes alternative demonstrated congestion relief for peak hours travel. Some key finds, included by 2055, I-84 WB evening travel time would increase by 50% with no improvements. A 4-lane plus auxiliary lanes would significantly improve eastbound (EB) morning travel time but would not help much on WB evening time. A 5-lane plus auxiliary lanes option was studied; however, it would be very expensive. Using ramp metering would be beneficial but staff are uncertain of community acceptance, and it might need enabling legislation to ensure support. The recommended option is a blended scenario implementing a phased approach beginning with I-84 WB from Wye IC to Eagle IC – including extra lanes from Cole IC to Wye IC, and EB beginning with Meridian IC to Eagle IC and Eagle IC to Wye IC. Estimated costs are between \$300 - \$400 million with implementation between 4 to 8 years.

Member Watkins commented that he was not very familiar with ramp metering but agreed about garnering support from the legislature. DE-3 Brinkman stated the ramp meters are to break up the traffic queues and would require educating the public.

SH-44, I-84 to Star Rd. Planning and Environmental Linkage (PEL) Study. Transportation Program Manager Vince Trimboli provided an update on the SH-44, I-84 project history, PEL outcome, and pre-National Environmental Policy Act (NEPA) plan. Some highlights included the PEL Study, Phase 1 began in 2023 with several meetings held up to FHWA's approval in May 2026. TPM Trimboli cited references from ITD's PEL guidelines. Four out of the twelve alternatives for the Middleton area were evaluated during the final PEL evaluation.

Although Alternatives 2 and 3 scored significantly higher, all four will be advanced to the NEPA phase due to City of Middleton controversy. Phase 2, pre-NEPA will include additional analysis to help define the alternatives that advance into the NEPA phase. ITD is not ready to file with a notice of intent. The next several months will entail stakeholder workshops and examining alternatives either through or around Middleton. Alternative 2 – SH-44, south alternate route around Middleton at Ballard Lane, received 80% public support. TPM Trimboli reviewed the final evaluation matrix that shows how each alternative compares to each other in categories such as traffic operations, safety, community impacts, and how best to implement.

Member DeLorenzo commented that she met with a Middleton council member and the mayor and they are eager to move forward.

Changes to the Current Fiscal Year (FY) 2026 – 2032 Idaho Transportation Investment Program (ITIP). Highway Division Administrator – Planning & TECM Amy Schroeder reviewed the current FY26-32 changes stating the Board was presented a list of high priority projects in May 2026. The following highlights the five projects recommended for FY26 funding.

DISTRICT	KEY NUMBER	PROJECT	PHASE	CURRENT FY IN ITIP	FY26 REQUEST
2	24193	US-95, Red Duck Lane Turn Bays	Design	FY 2028	\$150,000
2	23213	US-95, Rodeo Drive to Estes Road	Design	FY 2028	\$150,000
3	25068	I-84 Mobility Improvements	Design	Early Dev.	\$5,000,000
3	20574	SH-44, Star Road to SH-16	Construction	Early Dev.	\$6,000,000
4	23342	SH-75, Bellevue to Broadway Run	Design	FY27	\$200,000

There is a total set aside of \$20 million for the I-84 mobility improvements - \$15 million is in the draft FY27-33 ITIP. The SH-44 project is proposed to be split-funded between FY26 with the remaining \$6.2 million in FY27 of the draft ITIP. SH-75 is currently in the TECM program in development. This request would put design into an existing agreement supplemental in FY26 with construction in FY27 of the draft ITIP.

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
ITB26-31 safety, mobility, and economic opportunity; and

WHEREAS, there is an opportunity to advance select high priority projects into FY2026 to utilize one-time bid savings and additional revenue above forecast; and

WHEREAS, a list was presented to the Board in May 2026 and feedback received from the Board acknowledging them as priorities for advancement; and

WHEREAS, it is in the public interest for ITD to advance this set of projects to continue their progress in the development phase; and

WHEREAS, at the May 2026 Board meeting feedback was provided to also seek funding for construction of the SH-44, Star to SH-16 project; and

WHEREAS, ITD is prepared to incorporate and update these projects in the Approved Fiscal Year (FY) 2026-2032 Idaho Transportation Investment Program (ITIP).

NOW THEREFORE BE IT RESOLVED, that the Board approves the increase of funding as indicated in the table below to FY26 in the Approved FY26-32 ITIP.

DISTRICT	KEY NUMBER	PROJECT	PHASE	CURRENT FY IN ITIP	FY26 REQUEST
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2	23213	US-95, Rodeo Drive to Estes Road	Design	FY 2028	\$150,000
3	25068	I-84 Mobility Improvements	Design	Early Dev.	\$5,000,000
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4	23342	SH-75, Bellevue to Broadway Run	Design	FY27	\$200,000

FY2027-2033 Draft ITIP. DA Schroeder reviewed the engagement with the Board since January where staff sought feedback prior to drafting the FY27-FY33 draft ITIP. In January, the Board supported continuing with pavement (\$200M/year) and bridge (\$100M/yr) investments per year funding targets. In April, staff reviewed the strategies on required programs and contingencies - reserves and holdbacks, that would be incorporated into the ITIP. Unprecedented growth has been tremendous on the state highway and local systems. ITD recognizes every highway project is a community project and the importance to keeping goods and services moving. Feedback in April and May from the Board affirmed the continuation of keeping project development moving to the greatest extent possible.

DA Schroeder reviewed the revenue sources for the ITIP. She prefaced, that there will be changes to the draft ITIP based on state and federal end of year balancing or public feedback prior to September. This year is different in that ITD is reprioritizing the program

due to lack of Strategic Initiative Program Fund (SIPF) funding. They are having to rebalance and focus on pavement, bridges and federal core responsibilities. Contingencies are included for items such as damage to state property, bridge strikes and disasters. Although many projects have been moved to an unfunded category of the ITIP, ITD has a list of projects ready to advance when funding is restored. Discretionary grants are an opportunity they will pursue for future expansion projects.

The revenue sources for the ITIP are SIPF (General Fund transfer), TECM, User Fees, and federal funds. Some highlights included in FY25 the SIPF was \$182 million but it was reduced with a holdback to \$140 million in FY26. Going forward from FY27, the SIPF is zeroed out, which has the largest impact on the ITIP. When programming the ITIP, funding assumptions are made that funding levels are the same for all seven years, which previously for FY26, was \$165 million SIPF per year. More than a \$1 billion of projects were moved to an unfunded category - Early Development (ED) Program. TECM revenues reflect annual increases per HB25 and User Fees (when not used for operations) and federal revenue remain steady. Some of the TECM – pay-as-go (PAUG), is needed to maintain targeted goals and essential programs. Although ITD is open to bonding, they are cautious at this time. The draft ITIP is under programmed for the next few years to be able to make adjustments to funding types for required programs; however, if funding was restored, they would seek Board engagement on what can be added back into the program. Staff recommend the use of TECM PAUG directly for projects. DA Schroeder concluded her remarks by recapping the Board's engagement timeline.

Program Manager Colleen Wonacott reviewed the draft FY27-FY33 ITIP set-asides, changes since the draft ITIP was printed, additional anticipated changes and upcoming summer activities. Some highlights included the draft identifies reserves of \$20 million per year and an average of \$3.4 million per year for traffic operation maintenance/end-of-life replacement. ITD Board Policy requires projects in ED to be approved by the Board along with estimated contract construction costs, of which a full list was included in the meeting packet. Since the printing of the draft ITIP, two projects were removed and will be reprogrammed when ready, four were added to ED that were on the FY26 potential bonding list, and four updated project costs. Some factors such as current year obligations, state and federal year-end actions and public comments can impact the draft ITIP. Public comments will be considered in the development of the recommended ITIP for the Board's approval in September.

Sr. Public Information Officer Megan Jahns provided an overview of the ITIP outreach goals, public outreach efforts, ITIP comment collector and ongoing district outreach. Some highlights included the goal is to raise awareness and get feedback from the public. Last year, ITD received 426 comments – most from social media and email blasts. New this year, is linking to the comment portal from webpages of projects – including ED projects, that were affected. The website was created in-house to show every project in the ITIP, including

local projects. Staff share the ITIP at standing meetings with local jurisdictions. Public comment results will be reported to the Board in September.

Member DeLorenzo made a motion, seconded by Vice Chair Obsorn, and passed unopposed to approve the following resolution as edited by staff to incorporate changes to the draft ITIP since printing:

RES. NO. WHEREAS, Board Policy 4011 directs the Department to establish, maintain,
ITB26-32 and publish a fiscally-constrained seven-year Idaho Transportation
Investment Program (ITIP); and

WHEREAS, the Idaho Transportation Board is committed to effective and full use of all available federal, state, local, and private capital investment funding; and

WHEREAS, program and project recommendations and scheduling shall be based on prioritized needs, funding projections, and resource availability and are selected based on realistic plans and estimates of funding and other resources; and

WHEREAS, the program update cycle requires cooperation with partner agencies, and their projects have been included in the draft ITIP; and

WHEREAS, the Transportation Board has reviewed the list of projects and analysis for the Draft Fiscal Year (FY) 2027-2033 ITIP; and the modifications as set forth on page 87C attached hereto; and

WHEREAS, the next activity in the program update cycle is public review and comment per 23 CFR 450.210; and

WHEREAS, public involvement and input from stakeholders and interested citizens allows the Transportation Board to better understand Idaho's various transportation needs; and

WHEREAS, approval of the update FY 2027-2033 ITIP is scheduled for the Transportation Board's September meeting after incorporating public comment.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board will commence public involvement in July with project and program information from the publication entitled Draft FY 2027-2033 ITIP, June Board Meeting and list of changes on page 87C.

Executive Session on Legal and Personnel Issues. Member Bulger made a motion to meet in executive session at 12:15 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member DeLorenzo seconded the motion, and it passed unanimously by roll call vote.

Executive session discussions were on department personnel issues. The Board ended executive session at 12:58 PM. Member Bulger was excused for the remainder of the meeting.

Zero Traffic Fatality Award, Gem County. Highway Safety Manager Josephine Middleton reported there have been 85 fatalities this year. The Office of Highway Safety will participate in an America 250 July 4 designated driver campaign and mobilization. In Gem County, a total of 19 traffic fatalities from 2020 to 2024 have been reported. In 2025, there were 150 crashes but no fatalities. Representatives from Idaho State Police, Gem County Sheriff's Office and ITD's Gem County maintenance shed were present to receive a Zero Traffic Fatality Award sign.

FFY27 Annual Grant Application (AGA) and FFY27-29 Triennial Highway Safety Plan (THSP). HSM Middleton presented the THSP and AGA plans. Some highlights included the THSP sets clear and measurable highway safety targets and ITD's strategy to implement them. The primary target, based on a 5-year average, is to hold traffic deaths at 243 or fewer by 2029. Some focus areas included teen traffic safety (12% of fatal and serious injury crashes involve a driver under 20 years old in 2024), aggressive driving and fatal crashes on rural roads (74% in 2024). The FFY27 AGA includes grant funding for Section 402 - \$3.41 million, Section 405 - \$3.84 million and the Highway Safety Improvement Program - \$1.4 million. The AGA provides grant funding for 40 subrecipients projects.

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

RES. NO. WHEREAS, Idaho recorded 28,128 reportable traffic crashes, 252 traffic
ITB26-33 deaths, and 1,256 serious injuries in 2025; and

WHEREAS, the economic cost of traffic crashes in Idaho in 2025 was nearly \$5.9 billion; and

WHEREAS, the Idaho Transportation Department's mission is to achieve zero traffic deaths; and

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) may allocate approximately \$7 million in funding to Idaho for behavior safety programs to help eliminate traffic deaths and serious injuries; and

WHEREAS, the Office of Highway Safety and the Idaho Traffic Safety Commission have approved the Annual Grant Application for Federal Fiscal Year 2027 and the Triennial Highway Safety Plan for Federal Fiscal Years 2027-2029 to work toward eliminating Idaho traffic deaths, serious injuries, and economic losses; and

WHEREAS, the Annual Grant Application and Triennial Highway Safety Plans are required by NHTSA to receive funding for behavioral traffic safety projects.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the Annual Grant Application for Federal Fiscal Year 2027 and the Triennial Highway Safety Plan for Federal Fiscal Years 2027-2029.

Interstates 15, 84 & 86 – Truck Speed Limits and Transition to Uniform Speed Limits.

Traffic Operations Engineer Kevin Sablan reported on the 80 MPH Speed Study on Interstates 15, 84 and 86. He reported on the background, speed data analysis, crash frequency, traffic volumes, recommendations, and next steps. Some highlights included Idaho set speed limits for all vehicles at 75 MPH in 1996 and in 1998, the legislature lowered speeds for trucks by 10 MPH. In 2014, speed limits on Interstates were raised – after having been given the authority to do so by the legislature based on an engineering study and concurrence from the Board to 80 MPH (retaining 70 MPH differential for trucks). This spring, the legislature repealed differential speed limits that initiated ITD to conduct a traffic study. The distribution of commercial motor vehicle (CMV) travel is on rural interstates is 27%. The 80 MPH corridors range from I-15, Utah to Montana borders, I-84 Oregon to Utah borders and I-86 Junction, I-84/I-86 to Pocatello.

ITD strives to set speed limits that most agree is appropriate for the public that results in self-enforcement. The 85th percentile speed – the speed at which 85% of motorists are traveling at or below is a national recognized standard. ITD set speeds within five miles of that 85% percentile of free-flowing traffic. The 85th percentile on rural interstates in 2024 for all vehicles was 85 MPH and 74 MPH for CMV. The distribution of vehicle speed shows actual driver behavior, and from there, ITD identifies a pace speed that is the 10 MPH band with the largest number of vehicle traffic within the band. It also indicates less turbulence in breaking, lane changes and passing. Research shows more uniform traffic reduces risk of crashes. The 85% percentile is linked to the pace speed – typically, the top end of the band is where speed limits are set. The following are the percentage of vehicles travel within the pace 75 to 85 MPH: I-86, 54%; I-15 – 54%; and I-84 – 47%. The 85% percentile speed of 74 MPH, pace of 64 to 73 MPH, for CMV within pace is 63%. The 85% percentile speed gap between CMV and vehicles is 11 MPH on rural interstates, which is the variance ITD is striving to minimize.

Crash frequency for total interstate crashes has increased slightly. Traffic volumes have also increased. Crash rates overall are trending lower than the statewide interstate and US/State Highways rates. Overall, CMV crashes are even lower - 15 crashes per 100 vehicle miles traveled. In comparison to pre-80 MPH conditions for all vehicles for fatal and serious injuries, they are essentially unchanged and lower than the national average. In summary, the 85 MPH current operating speeds for all vehicles (with CMVs) remain suitable. ITD recommends transitioning to 80 MPH speed limit for all vehicles to improve overall traffic flow and reduce speed variance between cars and trucks, and crash risk. Next steps would include finalizing the speed minute entry, conducting public outreach, removing signs, and continuing to monitor speeds within the corridors and reporting to the Board.

Chairman Moad commented that he did not believe raising the speed limit to 80 MPH would solve the differential speeds between cars and trucks. Idaho is a multi-axle state running 129,000 pounds to 105.5 pounds and most fleets run at lower speeds because of the inability to gear up and fuel costs. TOE Sablin stated they anticipate more trucks (not heavy trucks) will go up to 80 MPH that would close the gap between vehicles and trucks creating a more uniform flow, which in turn would reduce the risk of crashes. Chairman Moad expressed doubt because many of the 4-axle combination trucks would not be able to go faster. TOE Sablan agreed; however, stating they also considered other trucks within the CMV category that would travel to those normal operating speeds and improve traffic flow.

Vice Chair Osborn stated there is a big difference in inertia between trucks going 80 versus 60 MPH that needs to be considered. He requested that staff report back in four-to-six months on accident rates involving CMV. He also stated if the weight differential data is not available, that it be obtained because it is the Board's responsibility to monitor it for the safety of the public. Chairman Moad shared we need Idaho State Police (ISP) to put that information into their system. TOE Sablan stated ITD's crash records do not include vehicle weights but will research what they can do. Member DeLorenzo also commented about the challenge of being able to obtain that data and suggested asking the legislature to assist. Director Stokes stated legislation is typically not pursued. The Office of Highway Safety does training with law enforcement on how to complete crash reports. Staff work closely with ISP and they can research options. ITD has a stewardship on public safety and will exercise it appropriately and as applicable on policy decisions. Chairman Moad stated it may be as simple as including the number of axles on the report. Member Watkins concurred.

Vice Chair Osborn made a motion, seconded by Member DeLorenzo. Upon call for discussion on the motion, Member Franz stated he did not think this was in the public's interest and that language in the resolution needed to be struck.

Member Watkins and Vice Chair Osborn commented they own truck fleets and would not allow them to run 80 MPH.

The resolution passed by roll call vote: 3 ayes (Osborn, DeLorenzo and Watkins), 2 nays (Franz and Liddiard) and 1 absent (Bulger), to approve the following resolution:

RES. NO. WHEREAS, the Idaho Legislature passed Idaho House Bill 664 amending Idaho
ITB26-34 Code § 49-654 eliminating the 10 mph lower speed limit for heavy vehicles
On Idaho interstate highways which the Governor signed into law that goes
into effect July 1, 2026; and

WHEREAS, Idaho Code § 49-654 grants the Idaho Transportation Department (ITD) Board the authority to raise interstate highway speed limits to 80 mph if an engineering and traffic study concludes the increase is in the public interest; and

WHEREAS, ITD has completed a study that projects eliminating the current 70 mph truck speed limit on Interstate Highways 15, 84, and 86 and implementing a uniform 80 mph speed limit for all vehicles will reduce the differential speeds between light and heavy vehicles leading to more uniform platoons of traffic and smoother traffic flows reducing vehicle conflicts and crashes; and

WHEREAS, a uniform 80 mph speed limit will allow trucks to maintain their current operating levels without regulatory penalty; and

WHEREAS, the ITD traffic engineering staff recommends removing the 70 mph truck speed limits and transitioning to a uniform 80 mph speed limit for all vehicles on rural corridors of Interstate Highways 15, 84, and 86.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board authorizes staff to transition to 80 mph uniform speed limits for all vehicles on rural corridors of I-15, I-84, and I-86.

After the vote, Member Watkins asked for clarification on legislative intent in respect to the action of raising the speed limit. DAG Thomas stated the action has taken effect; however, there is existing statutory language that states the Board can adjust speed limits up to 80 MPH based on speed and traffic studies when they find it is in the best interest of the public.

In response to Chairman Moad's question regarding next steps for public comment, DAG Thomas stated the intended action is ITD will disseminate the information and do a public awareness campaign.

In follow-up to Member Watkins' question about the Board's authority of lowering the speed limit a year from now based on the public's best interest, DAG Thomas replied

the Board has the latitude to do so; however, the action needs to be based on traffic engineering studies.

In response to Member DeLorenzo's procedural question on Robert's Rules on when the Chairman votes whether upon a tie or to force tie, DAG Thomas replied there is specific statute that states that the Chairman only votes in the event of a tie, which supersedes Robert's Rules.

Request to Approve Consultant Agreements. Per Board Policy 4001 threshold limits, State Design Engineer Monica Crider presented the request for agreement authorization for design services. The project, as shown in the resolution, is US-20 Chester to Ashton, Phase 1 by Jacobs Engineering Group. Crider reviewed the project background and justification and outlined the requested authorization.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board
ITB26-35 (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
20053 ¹ / Design	US-20, Chester to Ashton Ph 1, Fremont County	6	\$2,172,838	\$2,800,000	\$676,324	\$2,849,162

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

Reclassification request Bonneville Metropolitan Planning Organization (BMPO). Sr. Transportation Planner Brianna Fernandez presented BMPO's request for adjustments to extend to the updated urban boundaries (UB). FHWA approved the UB on September 4, 2024, and confirmed that BMPO can make small administrative adjustments. The UB extensions include four principal arterials, one minor collector and four major collectors. BMPO is also requesting nine reclassifications to principal arterials, 12 to minor arterials, and seven to major collectors. BMPO's Board approved the adjustments on August 18, 2025.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, ITB26-36 mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification Application from the Bonneville Metropolitan Planning Organization of 6 roads adjusted to extend to the Idaho Falls urban boundary, 7 reclassifications to Major Collector, 12 reclassifications to Minor Arterial and 9 reclassifications to Principal Arterial as represented in the attached packet; 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 changes and concurs with the changes; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves The changes to functional classification as applied for by the Bonneville Metropolitan Planning Organization as representative in the attached packet.

Reclassification request City of Gooding. TP Fernandez presented the two reclassifications requested by the City of Gooding. The request is to reclass 4th Ave. E. from a minor collector to major collector and 1800 S., 7th Ave. from a local road to major collector. Both connect to an existing collector and are functioning as major collectors.

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

RES. NO. ITB26-37 WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application from the City of Gooding of 2 roads as represented in the attached packet: and

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

WHEREAS, ITD District 4 has studied the regional traffic impacts and feasibility of updating the functional classification changes and concurs with the changes; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to functional classification as applied for by the City of Gooding as representative in the attached packet.

Reclassification request City of New Plymouth. TP Fernandez reviewed the different functional classifications and presented the four reclassifications requested by the City of New Plymouth. The proposal is to reclass from local roads to major collectors for E. Idaho St., Southwest Ave./SW 1st Ave., SW 2nd Ave., and Adams Rd. New Plymouth is a growing area and these routes currently connect to US-30 and existing major collectors.

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

RES. NO. ITB26-38 WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application from the City of New Plymouth of 4 roads as represented in the attached packet: and

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

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

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to functional classification as applied for by the City of New Plymouth as representative in the attached packet.

Reclassification request Kootenai Metropolitan Planning Organization (KMPO). TP Fernandez presented KMPO's request for multiple reclassifications. Some highlights included KMPO is requesting three removals from major/minor collectors and 14 reclassifications to local roads. The three removals are for roads that do not exist and others that are no longer functioning like they used to.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety,
ITB26-39 mobility, and economic opportunity; and

WHEREAS, Department staff has reviewed the Functional Classification application from the Kootenai Metropolitan Planning Organization of 14 reclassifications to Local, 58 reclassifications to Minor Collector, 47 reclassifications to Major Collector, 20 reclassifications to Minor Arterial, 4 reclassifications to Principal Arterial and 3 removals as represented in the attached packet; and

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

WHEREAS, ITD District 1 has studied the regional traffic impacts and feasibility of updating the functional classification changes and concurs with the changes; and

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

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves the changes to functional classification as applied for by the Kootenai Metropolitan Planning Organization as representative in the attached packet.

Farwell to Director Stokes. In recognition of Director Stokes' last board meeting, Chairman Moad again thanked him for his service. Director Stokes expressed his gratitude and personal growth stating it was an honor and a privilege to serve.

Whereupon, the Idaho Transportation Board adjourned its regular monthly meeting at 1:57 PM.

Read and Approved
July 16, 2026
Coeur d'Alene, Idaho

Signed

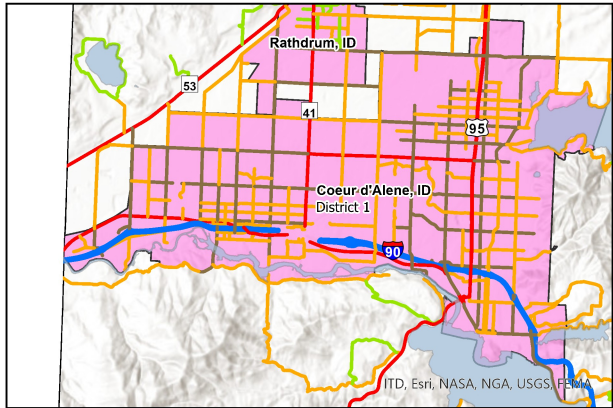
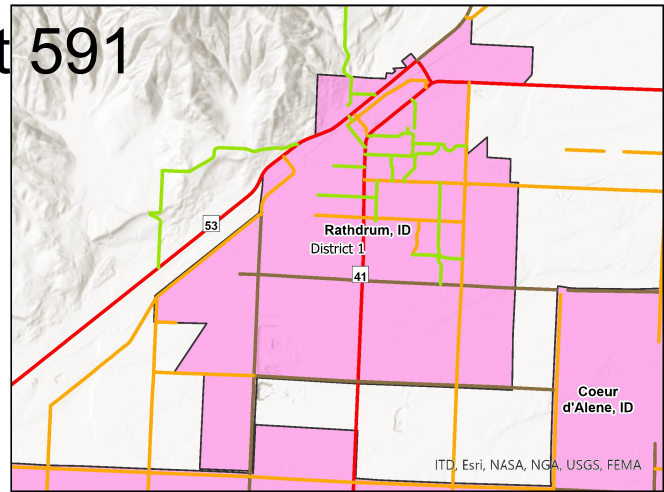
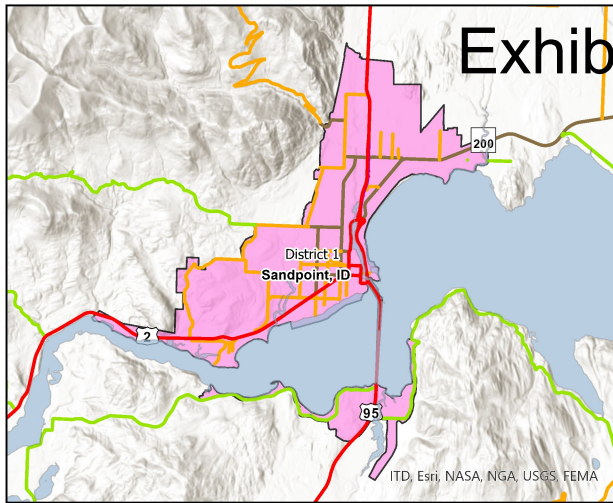
WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Lorraine Dennis
Business Executive to the Board

May 2026



Exhibit 591

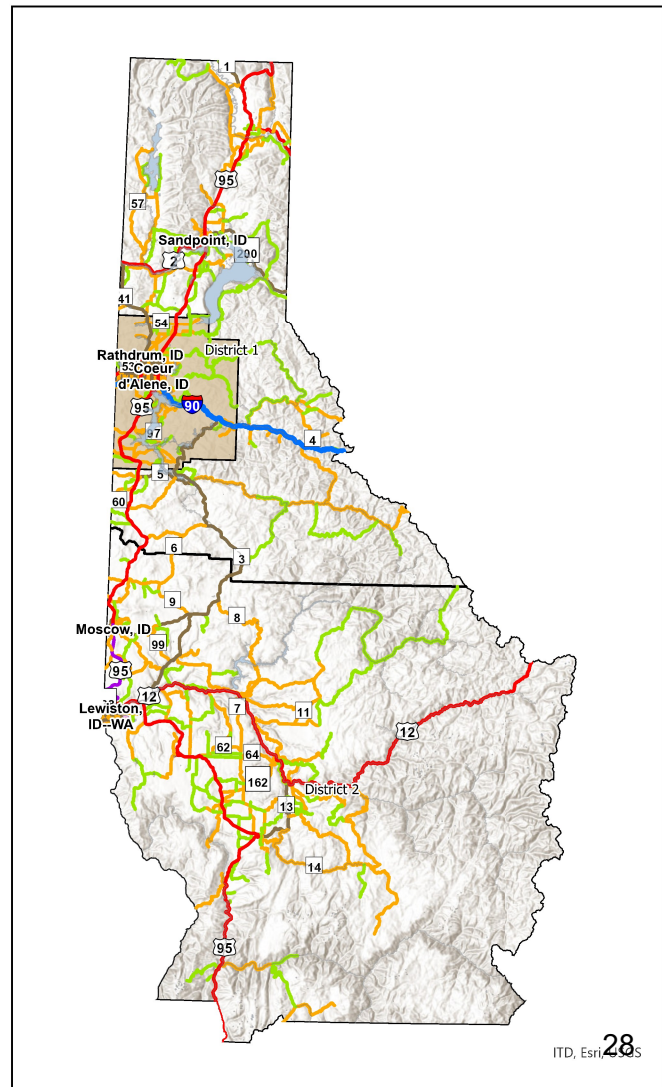
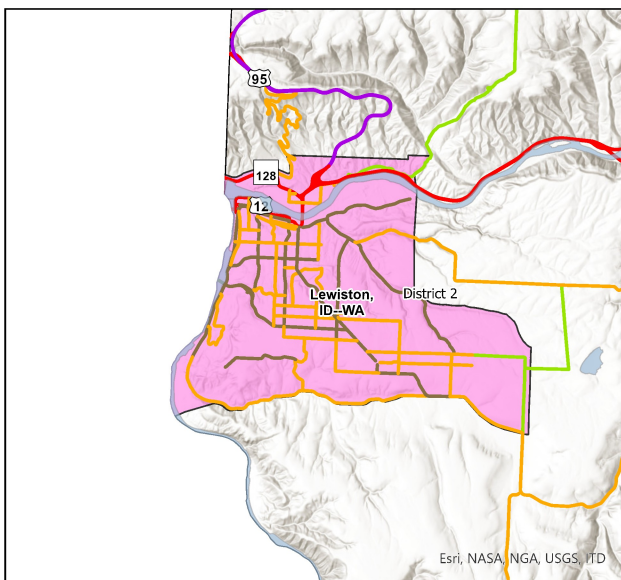
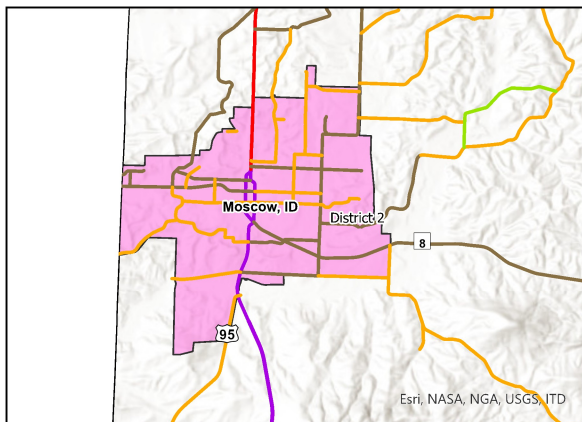


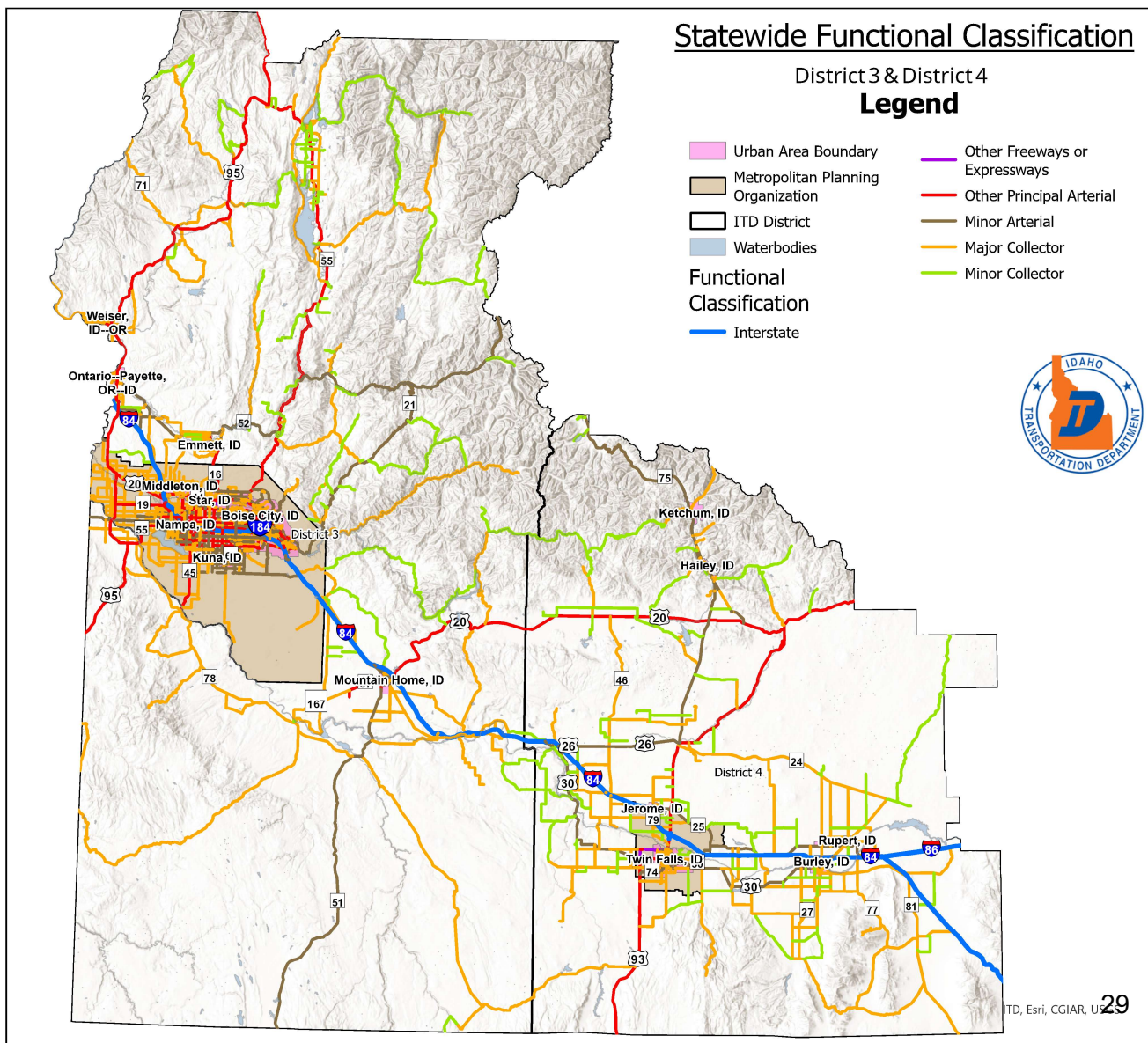
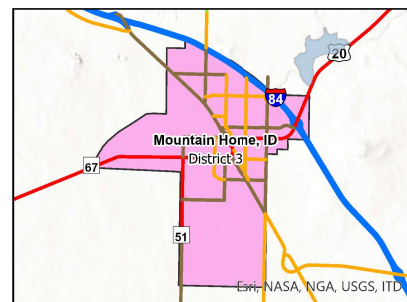
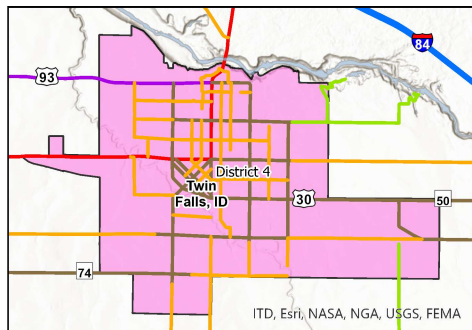
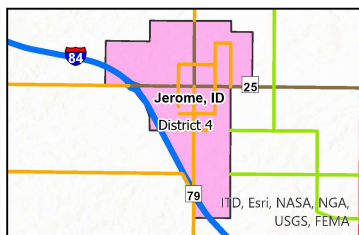
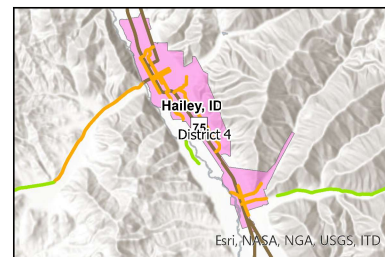
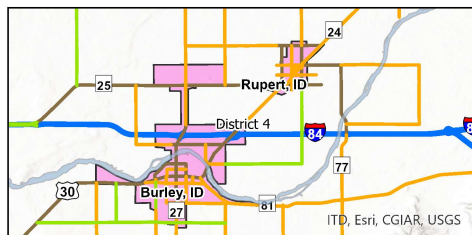
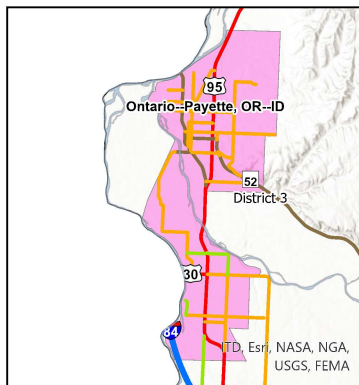
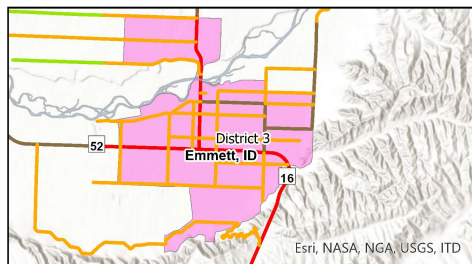
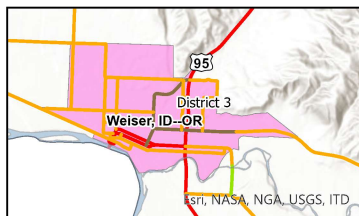
Statewide Functional Classification

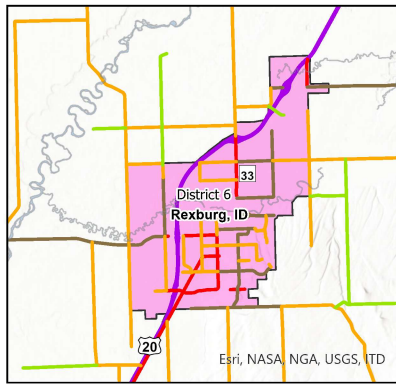
District 1 & District 2

Legend

- Urban Area Boundary
- Metropolitan Planning Organization
- ITD District
- Waterbodies
- Other Freeways or Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Interstate







Statewide Functional Classification

District 5 & District 6

Legend

- Urban Area Boundary
- Metropolitan Planning Organization
- ITD District
- Waterbodies
- Other Freeways or Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Interstate

