

REGULAR MEETING  
IDAHO TRANSPORTATION BOARD  
April 15 & 16, 2026

The Idaho Transportation Board met at 9:30 AM on Wednesday, April 15, 2026, in Twin Falls, 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  
Scott Stokes, Director  
Dave Kuisti, Chief Deputy  
Lorraine Dennis, Business Executive to the Board

District 6 board member position remains vacant.

District 4 Tour. The Board toured the S. Jerome Interchange project, Idaho Military Readiness Center, and stopped at the Perrine Bridge overlook.

Open House. A 90-minute stakeholder outreach session was held at the Hilton Garden Inn in Twin Falls. Member Watkins 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 Jesse Barrus 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 tour recessed at 3:30 PM.

April 16, 2026

The Idaho Transportation Board convened at 8:30 AM on Thursday, April 16, 2026, at the District 4 Office in Shoshone, Idaho. Members from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Workshop: Revenue and Idaho Transportation Investment Program (ITIP) Update. Highway Division Administrator Amy Schroeder stated staff would share information about ITD's revenue and plans for balancing the 7-year ITIP. Idaho is growing and ITD continues to be advocates for transportation and wants to continue to prepare community projects to the greatest extent possible. Key aspects include taking a proactive approach to both project

readiness and program impacts due to reductions in revenues and continuing to deliver community commitments. In preparation of the draft ITIP in June, there are a lot of decisions on critical programs and funding that need to be made, and staff welcomes the Board's feedback. Discussions will center around revenue, available funding, needs and a fiscally constrained ITIP program update.

Controller Robbie Swajkoski reported on legislative actions taken this session with the discontinuation of \$165M Strategic Initiative Program Fund (SIPF) for FY27 and beyond, SB1332 \$45M transfer SIPF to General Fund and HB968 to help recover some SIPF funds in FY26, \$19.7M (ITD's share), and potentially FY27, \$12.9M interest. ITD's revenue sources come from Federal, state User Fees, Transportation Expansion and Congestion Mitigation (TECM) and SIPF. ITD is continuing to see solid growth in User Fees (1.5% over forecast). He reviewed the Projected Revenue Summary (lines 1 through 33) as shown as Exhibit 587, which is made a part hereof with like effect. Some highlights included for FY27, projected total revenue is \$767M and \$395.6M for total operating expenses – less capital facilities and reserve cash balance, leaves \$333.7M available for contract construction. Revenue available for TECM pay-as-you-go (PAUG) is \$44.9M (assumes no additional bonding). He also reviewed additional available funding for FY26 and FY27.

DA Schroeder reviewed the ITIP program available balances for FY26 (programmed and updated) and FY27 (lines 34 through 39) as shown in Exhibit 587 such as bid savings and TECM PAUG from recent bid savings on bonded projects. Controller Swajkoski provided a recap of the additional available revenue and updated available revenue for contract construction (lines 41 through 45). Updated available funding for construction in FY26 is \$174.7M and for FY27, \$396.5M.

DA Schroeder led discussions on the draft ITIP program update, program targets and review of the draft ITIP Programming Summary as shown as Exhibit 588, which is made a part hereof with like effect. She added that ITD has a unique opportunity with FY26 savings and additional revenue to continue some programs in FY27 that may not be able to be funded in FY28-FY33. ITIP pavement and bridge programming targets are recommended to remain at \$200M and \$100M respectively. For purposes of discussion (Exhibit 588), the ITIP programs were grouped into three categories - required programs, elective programs and contingency considerations (reserve, statewide balancing, hold-back and non-participating) and included investment concepts such as studies and land purchases. The draft summary also denotes the type of required funding for each program category of either federal aid and/or state funds.

DA Schroeder presented a holdback concept for the Board's Unallocated Fund (\$10M) stating the proposed projects could be held until spring of that fiscal year to allow for funding assessment and availability. The Board expressed concern about project timing and delivery. The consensus was to keep the process flexible and consider on a project-by-project basis.

DA Schroeder reviewed the available remaining funding balance after including the required and recommended programs of \$196.9M (includes TECM not being used for debt service) and specific FY27 projects cited for each of the investment concepts (Exhibit 588) that were identified by the district engineers. Some examples include planning and studies – Snake River Crossing; project development – I-90/US-95 Interchange; select early land purchases – I-15/US-20 Interchange; construction – SH-55 Rainbow Bridge; and previously identified bonding projects - \$1B in construction projects are being developed. Continued project readiness efforts will allow staff to be ready for when future funding becomes available. Next steps are to report on progress at the May board meeting in preparation to present the draft ITIP in June.

Safety Share. Transportation Technician Marklyn Stephens reported on the importance of construction work zone safety and his own personal experience of nearly being hit.

Board Minutes. Member Bulger made a motion to approve the minutes of March 18, 2026, seconded by Member Watkins, and the motion passed unanimously.

Board Meeting Dates. The next board meeting is May 13 & 14, 2026, in Pocatello.

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

RES. NO.        WHEREAS, consent calendar items are to be routine, non-controversial, self-  
ITB26-18        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 2026 Transportation Alternatives Program applications, contract to award, and FY27 State Institution Road Improvement project.

1) Transportation Alternatives Program (TAP) applications. The TAP program is a federally funded competitive grant program that is jointly administered by ITD and the Local Highway Technical Assistance Council. Of the 74 applications received totaling \$33.4 million, 34 are recommended for the available funding of \$15.5 million, covering two program years.

2) Contract to award. The low bid on the following project is more than ten percent over the engineer’s estimate (EE), requiring justification. Staff recommend awarding the contract that is 121% over the EE. Key #23879, District 3, SH-21, Mores Creek Canyon Bridge rehabilitation, by low bidder Moreno & Nelson Construction for \$5,040,420.69.

3) FY27 State Institution Road Improvement project. Per Board Policy 4045, the Board allocates \$30,000 annually for a state institution project endorsed by the governor. For FY27,

the Division of Public Works recommends a Department of Health and Welfare parking lot maintenance project around its campus. The expected project total is \$416,000.

Informational Items.

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

The list of projects currently under advertisement was provided.

2) FY26 financial statements. Revenues to the State Highway Account (SHA) from all state sources as of February 28<sup>th</sup> are above forecast (2.3%) with revenues in the Highway Distribution Account above forecast by 1.5% (Misc. revenues are ahead by 12.1%). State revenues to the State Aeronautics Fund were below forecast by 24.9%. As a result, the forecast was revised by \$875K. The fund now is only slightly behind; however, state fuel tax revenue is 7.7% above forecast. The Department's expenditures remain within planned budgets. Personnel costs savings of \$3.6M are due to vacancies and timing. Contract construction cash expenditures in the SHA are \$348.7M, and total construction expenditures from the five different funds sources total \$703.2M.

The balance of long-term investments is \$195.4M. These funds are committed to construction projects and encumbrances. The cash balance is \$127.6M. Expenditures in the Strategic Initiatives Program Fund are \$53.9M. Deposits into the Transportation Expansion and Congestion Mitigation Fund were \$96.7M. FY26 expenditures for the Federal CARES Act fund for is \$400K. Expenditures for the TECM bond program during this period are \$260.6M and the GARVEE debt service stands at \$60.9M.

3) Monthly report of federal formula program funding through March 31. 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 30<sup>th</sup> is \$441.5 million with \$249.5 million remaining as of March 31<sup>st</sup>.

4) Professional services agreements and term agreements work tasks report. From February 24, 2026, to March 23, 2026, 23 new professional services agreements and work tasks were processed totaling \$6,480,533. Four supplemental agreements to existing professional services agreements were processed during this period for \$653,561.

Adopt-A-Highway (AAH) Presentation. Member Watkins presented the AAH 2025 Group of the Year Award to the Snake River Corvette Club. The Club adopted a one-mile section of US-93 from mile post 20 to 21. The club has been active for 24 years with about 40 members. Representatives thanked ITD and the Board for the award.

Board's Policies Subcommittee Report. Member Osborn reported the Policy Subcommittee met on April 7<sup>th</sup> to discuss two proposed policy revisions – public hearings and contract/agreement authority. Public Hearing will be on the Board's May agenda. The subcommittee thought it prudent to bring the contract/agreement authority policy to the Board for full discussion amongst the members.

Director's Monthly Report. Director Stokes thanked staff for presenting the workshop information. He stated even with new funding challenges, ITD will not slow down that they will persevere with the same determination looking into the future with an eye on communities and advocating for them.

Director Stokes reported on future priorities, a recent meeting with all ITD leaders, the Program Delivery Conference (PDC), upcoming employee engagement, and National Work Zone (NWZ) Awareness Week and ITD's plans. Some highlights included the next three years will focus on listening to communities to prioritize needs – not just for projects but will include things like tree removal and implementing innovations. A targeted All Leaders meeting was held to provide a legislative session update – in addition to the regular quarterly calls. The annual PDC conference was held April 7<sup>th</sup> – 9<sup>th</sup> with attendance of about 350 employees. The week of May 4<sup>th</sup> is employee appreciation week, which will include a variety of activities such as the employee Impact Awards. National WZA week is April 20<sup>th</sup> - 24<sup>th</sup>. This year's national theme is Safe Actions Save Lives. Director Stokes shared a video featuring staff highlighting safety as ITD's number one priority. April 22<sup>nd</sup> is wear yellow/orange day in honor of WZA week.

Legislative Update. Government Affairs Manager Colby Cameron reported on legislation that passed this session impacting ITD that entailed his office tracking over 60 of the 700+ proposed bills. Some highlights of legislation that require implementation by ITD are H533, discontinuance of vehicle registration stickers; H577, license plate replacement every 10 years, if legible; H665, elimination of differential speed limits on highways (staff will have an update in the next 6-weeks on implementation details); H751, increases min./max. amounts for State Tax Anticipated Revenue agreements (\$5 million to \$100 million). He also reported on other general legislation such as H867, keeps state employees' health insurance same for FY27; H900, establishes process for insurance claims over \$100,000 (ITD's State Street Building was cited as an example); and SB1300, ITD, Fish & Game and Parks and Recreation directors appointed by the Governor (does not change assignments and duties of the Board).

In response to Member Bulger's question regarding H665 and increased speed limits to 80 mph requirements to be reviewed annually, Director Stokes stated statute requires ITD to conduct a study for speeds over 75 mph (in urban areas); however, it is the Board's discretion to review those annually. Member DeLorenzo questioned about options if a speed limit is changed that has an adverse impact. Director Stokes stated the Board delegates to ITD; however, staff will do an analysis prior to the effective date of July 1, 2026, and discuss implementation with the Board soon.

District Engineer Annual Report. District 4 (D4) Engineer Jesse Barrus reported on safety, FY27 project delivery, partnering awards, administrative updates, winter material usage, employee innovations, and staff engagement at the PDC. Some highlights included there have been 10 vehicle incidents to date with two snowplow strikes (one of which occurred earlier today). D4 employee Nick Wallace received a safety coin for his high visibility snowplow innovation. D4 delivered five out of their 11 FY27 projects. He highlighted the challenges that the SH-75 Elkhorn project has been facing due to several factors - about half of the Trail Creek Bridge is done. The SH-77 RAP seal coat project won a gold level Partnering Award – along with awards for five other projects. In FY25, the district issued 245 permits and processed over 50,000 payments. The Idaho hat holder was one of the 12 employee innovations submitted that came to fruition. The holder is shaped like the state of Idaho and mounts to the vehicle headrest. DE-4 Barrus concluded by sharing that employees often do more than just maintain roads. Director Stokes presented the Director’s Safety Coin to Transportation Principal Kevin Legault for assisting an elderly woman from her burning home in December 2025.

Office of Communications Annual Report. Communication Manager John Tomlinson reported on three new employee team members, ITD’s new website, public meetings, media engagement data, winter driving classes, social media campaigns, and vital views. Some highlights included ITD launched its new website on January 12<sup>th</sup> that has had 1.6 million views. Twenty-six public meetings were held and in the last six months, there have been 215 media inquiries and 122 press releases issued. Winners of the 2025 snowplow naming contest were named – two per district. A new Facebook campaign March Madness took place from March 18 – April 7. From the starting 16 specialty license plates, the final winner was the Forest Forever plate. The campaign garnered 14,000 posted comments and was a great success in educating the public about the different plate programs. Communication’s vital views key points included being presence, proactive and purposeful.

Magic Valley Community Voices Project. Community Outreach Coordinator Jillian Garrigues presented collaboration efforts with the Community Voices For Road Safety organization to help increase seatbelt use among youth and young men drivers. In 2025, Magic Valley had some of the lowest seat belt use rates in Idaho such as 73.6% in Twin Falls (87% state average) and 54% for pickup truck drivers (78.6% state average). The grassroots initiative engages local leaders, schools and organizations that are directly involved with youth to develop culturally relevant content. Next steps include forming a focus group and involving youth to build a media plan.

Zero Fatality Awards. Community Outreach Coordinator Garrigues and DE-4 Barrus presented the 2025 Zero Fatalities Award. Camas County had the fewest crashes in 2025; however, none resulted in fatalities. Representatives from Idaho State Police, EMS, Camas County Sheriff’s Office, and the District 4 maintenance staff each received a sign in recognition of their efforts in traffic safety and emergency response.

FY26 Board Unallocated Fund Request for Traffic Control Upgrades, District 4. DE-4 Barrus presented a request for additional funding to replace damaged permanent traffic control digital message boards. In February, they requested Board Unallocated Funds for similar traffic control updates. This request will add to that existing project for replacement digital message boards on I-84/I-86 mile post 220.1 and I-84, Sublett mile post 248 for a total cost of \$1 million.

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, ITB26-19 mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to upgrade outdated traffic control items in District 4; and

WHEREAS; ITD is prepared to advertise and construct the FY26 Traffic Control Upgrade project.

*NOW THEREFORE BE IT RESOLVED*, that the Board approves adding \$1,000,000 to the FY26 Traffic Control Upgrade project, Key Number 25181, using FY26 Board Unallocated Funds.

FY26 Board Unallocated Fund Request for SH-54, Mill and Inlay, District 1. District 1 Engineer Ryan Hawkings presented the request for Board Unallocated Funding for pavement rehabilitation on SH-54 from milepost 11.8 to 14.67 totaling \$2.5 million. The SH-54 corridor is in Kootenai County from Spirit Lake to Farragut State Park. Since 2024, two other pavement improvement projects were completed on SH-54 totaling \$17.4 million. Timing of this project aligns with Farragut State Park intersection improvements and the current closure of SH-54, which would reduce additional disruption to the public.

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

RES. NO. WHEREAS, the Idaho Transportation Board supports the ITD mission of safety, ITB26-20 mobility, and economic opportunity; and

WHEREAS, it is in the public interest for ITD to rehabilitate a portion of SH-54 that is currently closed to traffic due to the reconstruction of the Farragut State Park entrance; and

WHEREAS, ITD District 1 is proposing a new project, SH-54 Traffic Circle to Locust Grove Road, which would consist of milling and paving the roadway surface on SH-54 from MP 11.8 to MP 14.67; and

WHEREAS, ITD is prepared to incorporate this project into the approved FY

2026–2032 Idaho Transportation Investment Program (ITIP).

*NOW THEREFORE BE IT RESOLVED*, that the Board approves the addition of the SH-54 Traffic Circle to Locust Grove Road project to the FY26–32 ITIP, and use of FY26 Board Unallocated Funds for a total estimated cost of \$2,500,000.

Public Transportation Advisory Council (PTAC) District 3 Appointment. Sr. Transportation Planner Shauna Miller provided an overview of the District 3 PTAC appointment. The term ends on June 20, 2026. Applications were solicited in early 2026. Only one application was received, who is the current member. At its April 14<sup>th</sup> meeting, PTAC supported the reappointment of the current incumbent. The term is from July 1, 2026 through June 30, 2029.

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

RES. NO.        WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory  
ITB26-21        Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 3 with one submitted application; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from March 3, 2026 to April 2, 2026; and

WHEREAS, the submitted application was reviewed by the PTAC at their April 14, 2026 meeting where the council determined the applicant is qualified to fill the District 3 position.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves reappointing Allan Schneider as the District 3 Public Transportation Advisory Council member for another term beginning July 1, 2026 through June 30, 2029.

Public Transportation Advisory Council District 5 Appointment. Sr. Transportation Planner Miller provided an overview of the District 5 PTAC appointment. The term ends on June 20, 2026. Applications were solicited in early 2026. Only one application was received, who is the current member. At its April 14<sup>th</sup> meeting, PTAC supported the reappointment of the current incumbent. The term is from July 1, 2026 through June 30, 2029.

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

RES. NO.        WHEREAS, Idaho Statute 40-514 establishes the Public Transportation Advisory  
ITB26-22        Council (PTAC); and

WHEREAS, the PTAC shall be comprised of six (6) members representing the six (6) Idaho Transportation Department Districts to be appointed by the Idaho Transportation Board; and

WHEREAS, the term of each member shall be three (3) years and the initial appointments to the council shall be such that two (2) members shall be appointed each year thereafter; and

WHEREAS, applications were solicited from interested parties to fill the position in District 5 with one submitted application; and

WHEREAS, the Public Transportation Office solicited public comment on the submitted applications from March 3, 2026 to April 2, 2026; and

WHEREAS, the submitted application was reviewed by the PTAC at their April 14, 2026 meeting where the council determined the applicant is qualified to fill the District 5 position.

*NOW THEREFORE BE IT RESOLVED*, that the Transportation Board approves reappointing Michael Lefevor as the District 5 Public Transportation Advisory Council member for another term beginning July 1, 2026 through June 30, 2029.

Public Transportation 2026-2028 Federal Application Funding. In follow-up to last month's presentation, Sr. Transportation Planner Miller presented Public Transportation's two-year federal grant funding request. The federal grant programs and available funding are the 5310 Rural Elderly and Disabled (\$1.3 million), 5339 Rural Bus and Bus Facility (\$8 million), and 5311 Rural Formula Program (\$18.2 million), and the state Vehicle Investment Program (VIP) (\$624,000). Some highlights included in order to meet available funding, the adjusted 5310 recommended funding reduces allocations for Districts 3 and 6. There were two new first-time applicant providers – Cascade Medical Center and Lincoln County. The recommended funding for the 5339 program is \$5.9 million with a balance of \$2.1 million. Treasure Valley Transit's (TVT) 5339 request for vans was moved to the VIP for full funding. Three providers are recommended to receive VIP funding totaling \$624,000 (includes TVT's vans request). TP Miller presented two scenarios for the remaining 5311 program that had more requests than available funding. In an effort to smooth transition for Mountain Rides Transportation Authority, provider in District 4 impacted by the 2020 census regarding rural status, and retain services, allocations were reduced for Districts 2 and 3 and reallocated to them. Rexburg is a first-time

provider applicant for 5311 funds. Total recommended funding for the 5311 grant is \$18,217,584.

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

RES. NO. WHEREAS, the Public Transportation Office is charged with soliciting, reviewing,  
ITB26-23 and programming public transportation projects in the rural areas of Idaho; and

WHEREAS, the Idaho Transportation Board serves as the final approver of Federal Transit Administration (FTA) funded projects in Idaho before being submitted to FTA; and

WHEREAS, the funding sources include three Federal Transit Administration grants, the 5310 Elderly and Persons with Disabilities Program, 5311 Rural Formula Program, and 5339 Bus and Bus Facilities Program, and one State grant Vehicle Investment Program; and

WHEREAS, the Public Transportation Office has solicited, reviewed, provided for public comment, presented and received unanimous concurrence from the Public Transportation Advisory Council on the proposed projects

*NOW THEREFORE BE IT RESOLVED*, that the Board acknowledges the projects proposed as submitted, and approves the rural funding amount of \$26,040,652 for submittal to the Federal Transit Administration for final approval.

*BE IT FURTHER RESOLVED*, that these projects are submitted for inclusion in the FY26 – 32 Idaho Transportation Investment Program and programmed in FY26.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for agreement authorization for design services. The projects, as shown in the resolution, are US-26, Jct. Hitt Road by Horrocks Engineers; SH-55, North Fork Payette River Rainbow Bridge by Modjeski and Masters; and Access to Opportunity, Ada County Highway District by Parametrix. Crider reviewed the project background and justification for each and outlined the requested authorization.

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

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to  
ITB26-24 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
21923 <sup>1</sup> / Design	US-26, JCT Hitt Road (25th E), Bonneville County	6	\$1,118,995	\$1,119,718	\$34,979	\$1,153,974
23187 <sup>1</sup> / Design	SH-55, North Fork of the Payette River, Rainbow Bridge, Valley County	3	\$2,998,986	\$3,180,000	\$5,384,559	\$8,383,545
23833 <sup>1</sup> / Design	Access to Opportunity, ACHD	ACHD	\$7,484,951	\$7,484,951	\$1,250,000	\$8,734,951

- 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

Highway contracts/agreements thresholds requiring Transportation Board Approval. Chief Deputy Dave Kuisti stated this topic has been an ongoing discussion regarding the limits of Policies 4001 and 5001 Authority to Sign Contracts, Agreements, and Grants and Requirements to Report Certain Contracts and the items brought to the Board for consultant and contract awards. Discussions have taken place in the past regarding these policy limits; however, it continues to come up primarily due to inflation and larger contract bid amounts. Staff brought a policy revision to the Board’s Policies Subcommittee earlier this month, but the subcommittee thought it best to discuss threshold amounts with the full Board. He stated discussions today are more informational but paramount to that is to ensure the Board feels they have adequate control of these expenditures. Secondary to that, is the preparation time to process the agreements and contracts.

State Design Engineer Monica Crider reviewed terminology for ITD’s contracts and professional services agreements (PSA), existing thresholds for Board Policy 4001, and provided historical data for both PSA and construction contracts. Some highlights included the three main criteria of the existing 4001 policy that require Board approval are for PSA greater than \$1

million and for contract award/reject when bids exceed the engineer's estimate (EE) by 10% (supported by FHWA and been in place for years) or by more than \$2 million. Historical data from FFY23 to FFY25 for PSA if the threshold was raised from \$1 million to \$2 million or \$3 million was presented. In comparison to existing policy, the number of agreements would have been reduced such as for FFY25, from 40 agreements to 25 at \$2 million and 18 at \$3 million. A similar approach was taken for the construction contracts for bids exceeding the EE by 10% historical data; however, a new qualifier was added for only bids greater than \$500,000. ITD is bidding smaller projects. As an example, in FFY25 the number of contracts, which were 16, would have reduced to 3 with a qualifier of greater than \$500,000.

The following outlines comments from the Board regarding raising policy threshold limits.

Member DeLorenzo supports raising the PSA limits from \$1 million to \$2 million, which would align with current limits for construction contracts awards. She recommended staff bring the policy back with a resolution to approve raising the limits to \$2 million.

Member Bulger, who is on the Policy Subcommittee, stated the main reason the subcommittee recommended bring the policy discussions to the Board was so everyone had input. He did not express an opinion one way or another regarding limits.

Member Franz commented he did not feel overburdened by the number of PSA the Board approves monthly. He noted there are a number that are renegotiated.

Member Watkins stated he understood raising the limits; however, he thought raising it to \$3 million was too high. Personally, he likes receiving updates on statewide projects to help in understanding and stay informed.

Member Osborn supported raising the PSA limit to \$2 million.

CD Kuisti added, if limits increased, the Board would still get all the project information under the information calendar agenda items.

Chairman Moad acknowledged that it is time to raise limits for PSA and was not opposed to leaving the construction contract thresholds the same. CD Kuisti clarified if the Board would like to include the additional contract qualifier for bids greater than \$500,000. Chairman Moad affirmed staff can proceed with adding a qualifier.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 12:35 PM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Vice Chair Osborn seconded the motion, and it passed unanimously by roll call vote. The meeting will adjourn at the end of executive session.

The executive session discussion was on department personnel issues. The Board ended executive session at 1:35 PM and whereupon, the Idaho Transportation Board adjourned its regular monthly meeting.

Read and Approved  
May 14, 2026  
Pocatello, Idaho

Signed  
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WILLIAM H. MOAD, CHAIRMAN  
Idaho Transportation Board

**PROJECTED REVENUE SUMMARY - ITD Board Workshop, April 2026**

Amounts in Millions

Line	FY26 Programmed	FY26 Updated	FY27	FY28	FY29	FY30	FY31-33
1			\$ 16.0	\$ -	\$ -	\$ -	\$ -
2			\$ 428.5	\$ 432.7	\$ 437.7	\$ 444.5	\$ 448.9
3			\$ (0.3)	\$ -	\$ -	\$ -	\$ -
4			\$ -	\$ -	\$ -	\$ -	\$ -
5			\$ 352.2	\$ 349.6	\$ 347.9	\$ 348.5	\$ 349.6
6			\$ (60.0)	\$ (58.9)	\$ (60.8)	\$ (60.2)	\$ (60.0)
7			\$ 20.6	\$ 20.6	\$ 20.6	\$ 20.6	\$ 20.6
8			\$ 6.3	\$ 6.3	\$ 6.3	\$ 6.3	\$ 6.3
9			\$ 3.7	\$ 3.7	\$ 3.7	\$ 3.7	\$ 3.7
10			<b>\$ 767.0</b>	<b>\$ 754.0</b>	<b>\$ 755.4</b>	<b>\$ 763.4</b>	<b>\$ 769.1</b>
11							
12			\$ 171.8	\$ 175.3	\$ 178.8	\$ 182.3	\$ 187.8
13			\$ 120.2	\$ 124.3	\$ 118.5	\$ 119.5	\$ 120.6
14			\$ 74.8	\$ 77.0	\$ 75.3	\$ 77.7	\$ 76.2
15			\$ 28.8	\$ 28.8	\$ 28.8	\$ 28.8	\$ 28.8
16			<b>\$ 395.6</b>	<b>\$ 405.4</b>	<b>\$ 401.4</b>	<b>\$ 408.3</b>	<b>\$ 413.4</b>
17							
18			\$ 22.7	\$ 22.7	\$ 22.7	\$ 22.7	\$ 22.7
19							
20			\$ 15.0				
21			<b>\$ 433.3</b>	<b>\$ 428.1</b>	<b>\$ 424.1</b>	<b>\$ 431.0</b>	<b>\$ 436.1</b>
22			<b>\$ 333.7</b>	<b>\$ 325.9</b>	<b>\$ 331.3</b>	<b>\$ 332.4</b>	<b>\$ 333.0</b>
23							
24			\$ 120.0	\$ 140.0	\$ 140.0	\$ 140.0	\$ 140.0
25			\$ (80.9)	\$ (80.9)	\$ (81.0)	\$ (81.0)	\$ (80.9)
26			\$ 5.8	\$ 4.6	\$ 2.7	\$ 2.5	\$ 2.5
27			<b>\$ 44.9</b>	<b>\$ 63.7</b>	<b>\$ 61.7</b>	<b>\$ 61.5</b>	<b>\$ 61.6</b>
28							
29		\$ 7.5					
30		\$ 8.0	\$ 5.0				
31		\$ 7.5	\$ 15.0				
32		\$ 15.0	\$ -				
33		\$ 19.7	\$ (12.9)				
34	\$ 28.0						
35	\$ 20.0						
36		\$ 25.0	\$ 7.8				
37		\$ 28.0	\$ -				
38		\$ 10.0	\$ -				
39		\$ 6.0	\$ 3.0				
40							
41		<b>\$ 48.0</b>					
42		<b>\$ 126.7</b>					
43			<b>\$ 17.9</b>				
44							
45		<b>\$ 174.7</b>	<b>\$ 396.5</b>	<b>\$ 389.6</b>	<b>\$ 393.0</b>	<b>\$ 393.9</b>	<b>\$ 394.6</b>

# DRAFT ITIP PROGRAMMING SUMMARY - ITD Board Workshop, April 2026

Amounts in Millions

	FY26	FY27	FY28	FY29	FY30	FY31-33 <sup>2</sup>
<b>Updated Available For Construction</b>	<b>174.7</b>	<b>396.5</b>	<b>389.6</b>	<b>393.0</b>	<b>393.9</b>	<b>394.6</b>

## Idaho Transportation Investment Program (ITIP) Categories, including match:<sup>1</sup>

Required ITIP Programs			FA	ST	FY26	FY27	FY28	FY29	FY30	FY31-33
1	Pavement		X	X		200.0	200.0	200.0	200.0	200.0
2	Bridge		X	X		100.0	100.0	100.0	100.0	100.0
3	Freight		X			4.2	3.1	4.4	0.0	3.0
4	Rail-Highway Crossings		X			0.8	0.1	0.1	0.1	0.1
5	Carbon Reduction		X			1.6	0.7	0.0	0.0	0.0
6	System Support - Ongoing <sup>3</sup>		?	X		7.7	7.0	9.8	7.2	7.3
Elective ITIP Programs										
7	ADA Transition Plan Commitment			X		1.0	1.0	1.0	1.0	1.0
8	Behavioral Safety <sup>4</sup>		X			1.5	1.5	1.5	1.5	1.5
9	Supporting Infrastructure Assets (SIA)		?	X		15.0	15.0	15.0	15.0	15.0
	SIA Set-Aside			X		0.0	0.0	0.0	0.0	0.0
10	System Support - Elective									
	EOL Traffic Ops/Mntc Replacement		X	X		2.5	2.4	3.3	4.0	4.4
11	Damage to State Property			X		3.0	3.0	3.0	3.0	3.0
12	Board Unallocated			X		10.0	10.0	10.0	10.0	10.0
13	Materials Source Acquisitions			X		2.0	2.0	2.0	2.0	2.0
Contingency Considerations										
14	Reserve (Revenue Fluctuations/Adjustments)		X	X		10.0	10.0	10.0	10.0	10.0
15	Statewide Balancing		X	X		5.0	5.0	5.0	5.0	5.0
16	Hold-Back		X							
17	Non-Participating			X		5.0	2.5	2.5	2.5	2.5
					<b>374.3</b>	<b>363.3</b>	<b>367.6</b>	<b>361.3</b>	<b>364.8</b>	

## Remaining Balance After Required & Recommended Programs:<sup>1</sup>

<b>196.9</b>	<b>26.3</b>	<b>25.4</b>	<b>32.6</b>	<b>29.8</b>
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Investment Concepts:										
	Planning, Scoping & Studies		X	X	20-30					
	Development		X	X	30-50					
	Land Purchase		X	X	50-100					
	Construction		X	X	25-500					
	TECM Bond Debt Service <sup>5</sup>			X	~\$150M Bond Proceeds Requires ~\$10M TECM Debt Service					

<sup>1</sup> Additional analysis needed to determine which projects can utilize Federal-Aid; there may not be enough State funds to fully fund everything on this list.

<sup>2</sup> FY31-33 are estimates and based on averages.

<sup>3</sup> ISP Workzone Patrols, Agency Agreements, Operation Lifesaver, Survey Coordination through ISU, Statewide Asset Inventory, MPO Membership Dues, Workforce Development, Overhead Sign Structure Inspection, ITS/Signs/DMS/511, etc.

<sup>4</sup> ISP & Local Traffic Enforcement, Child Passenger Safety, Aggressive Driving, Teen Traffic Safety, Paid Media, AASHTOWare, etc.

<sup>5</sup> Transportation Expansion & Congestion Mitigation

### Notes:

Other Federal programs, such as PROTECT, Safety, CMAQ, etc., can be applied to existing projects.

Programs not included in FA formula: NEVI, SPR, Recreational Trails, TMA/MPO, Off-System Bridge, NTSHA, FTA, etc.

LHRIP Exchange with LHTAC: \$4M State funds to LHTAC, nets \$5M Federal-Aid for ITD.